SOUTHERN PACIFIC COMPANY

PACIFIC LINES

TIME TABLE

FOR THE

TUCSON DIVISION

111

To Take Effect Sunday, June 11, 1939, at 12:01 A. M.

MOUNTAIN STANDARD TIME (105th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

L. U. MORRIS,
Assistant General Manager.

WM. WILSON,
Superintendent.

WELLTON SUBDIVISION

Capacity of Sidings in Car Lengths	EASTWARD									Distance from San Francisco		Time Table No. 111 June 11, 1939		Distance from Phoenix Yard	WESTWARD					
	SECOND CLASS				FIRST CLASS										FIRST CLASS				SECOND CLASS	THIRD CLASS
	846	902	844	842	2	6	4	44	370						1	3	43	5	841	901
	Freight	Freight	Freight	Freight	Sunset Limited	Argonaut	Golden State Limited	Californian	A. O. N.						Sunset Limited	Golden State Limited	Californian	Argonaut	Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.			STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BKWOTYP	4.50PM	1.30PM	8.40AM	1.05AM	5.45PM	4.15AM	4.05AM	3.50AM	3.30AM	732.7	A. B. S.	TO-R YUMA	D.T.	174.2	s 10.15AM	s 1.20PM	s 12.35AM	s 1.05AM	11.35PM	11.45PM
258 P	5.05	1.45	8.55	1.20	5.55	4.25	4.15	4.00	3.40	737.4 737.5		4.7 EAST YARD		169.5	10.05	1.10	12.25	12.55	11.22	11.32
67 P	5.10	1.50	9.00	1.25	5.58	4.29	4.18	4.03	3.43	740.1		2.6 ARABY		166.9	10.00	1.06	12.21	12.50	11.17	11.27
72 P	5.16	1.56	9.06	1.31	6.02	4.33	4.22	4.07	3.47	743.7		3.6 FORTUNA		163.3	9.55	1.01	12.16	12.45	11.11	11.21
67 P	5.21	2.01	9.11	1.36	6.05	4.36	4.25	4.10	3.50	746.6		2.9 BLAISDELL		160.4	9.50	12.56	12.11AM	12.40	11.06	11.16
93 Center P	5.36	2.16	9.26	1.51	6.17	f 4.48	4.37	4.22	4.02	753.5		6.9 DOME	D.T.	153.5	9.38	12.44	f 11.59PM	12.28	10.53	11.03
84 Spur P										755.2		1.7 GRANITE SPUR		151.8						
70 Center P	5.50	2.30	9.40	2.05	6.27	4.58	4.47	4.32	4.12	760.2		5.0 LIGURTA		146.8	9.28	12.34	11.49	12.18	10.41	10.51
72 WIP	6.15PM	2.55	10.05AM	2.30AM	f 6.39	f 5.10AM	4.59	4.43	4.24	770.0		9.8 TO WELLTON		137.0	9.15AM	12.23	11.38	f 12.05AM	10.25PM	10.35
78 P		3.07			6.48		5.08	4.51	4.31	775.7		5.7 MING		131.3		12.14	11.29	11.55PM		10.15
										777.7		2.0 YANO		129.3						
79 P		3.17			6.55		5.15	4.57	4.37	780.9		3.2 ROLL		126.1		12.08PM	11.23	f 11.49		10.05
34 Spur P										788.3		7.4 TYSON		118.7						
79 P		3.37			7.08		5.28	5.10	4.50	793.2		4.9 GROWLER		113.8		11.55AM	11.10	11.36		9.45
81 P		3.55			7.18		5.38	5.20	5.00	802.5		9.3 KOFA		104.5		11.45	11.00	11.26		9.31
79 P		4.15			7.29		5.49	5.31	5.11	812.7		10.2 HORN		94.3		11.34	10.49	f 11.15		9.13
80 WOP		4.40			f 7.42		6.02	5.44	5.21	822.3		9.6 TO HYDER		84.7		f 11.24	10.39	f 11.05		8.55
78 P		5.00			7.54		6.14	5.55	5.30	831.1		8.8 MONTEZUMA		75.9		11.11	10.28	10.53		8.32
78 P		5.10			8.00		6.20	6.01	5.36	836.8		5.7 PAPAGO		70.2		11.05	10.22	10.47		8.20
81 P		5.20			**8.05**		6.25	6.06	5.41	841.1		4.3 SADDLE		65.9		11.00	10.17	10.42		**8.05**
79 P		6.10			8.19		6.39	6.18	5.50	849.4		8.3 HARQUA		57.6		10.50	10.07	10.32		7.40
78 P		6.15			8.21		6.41	6.20	5.52	851.0		1.6 GILLESPIE		56.0		10.48	10.05	10.30		7.30
42 Spur P										856.0		5.0 CRAG		51.0						
81 P		6.35			8.32		6.52	6.31	6.03	861.3		5.3 ARLINGTON		45.7		10.37	9.54	10.19		7.15
78 P		**6.50**			8.37		6.57	6.36	6.08	865.7		4.4 DIXIE		41.3		10.32	9.49	f 10.14		**6.50**
12 Spur P										867.6		1.9 HASSAYAMPA		39.4						
6 Spur										870.2		2.6 PALO VERDE		36.8						
78 P		7.00			8.43		7.03	6.42	6.14	871.5		1.3 CONGER		35.5		10.26	9.43	10.08		6.38
81 WP		7.10			f 8.50		7.10	6.48	6.19	875.7		4.2 TO BUCKEYE		31.3		f 10.18	f 9.35	s 10.00		6.30
78 P		7.22			8.57		7.17	6.55	6.25	881.7		6.0 LIBERTY		25.3		10.09	9.26	9.48		6.18
P										884.9		3.2 NORTON		22.1						
79 YP		7.34			f 9.07		7.27	7.04	6.34	889.7		4.8 LITCHFIELD		17.3		10.00	9.17	f 9.38		6.05
97 P		7.40			**9.11**		7.31	7.08	6.38	893.0		3.3 CASHION		14.0		9.56	**9.11**	f 9.32		5.59
53 P		7.44			9.14		7.34	7.11	6.41	894.9		1.9 COWDEN		12.1		9.53	9.03	9.29		5.55
8 Spur										895.7		0.8 TOLLESON		11.3				f		
65 P										896.3		0.6 JEAN		10.7						
77 P		7.52			**9.21**		7.40	7.15	6.45	898.1		1.8 FOWLER		8.9		9.48	8.58	**9.21**		5.48
57 P		8.00			9.28		7.44	7.19	6.49	902.0		3.9 CAMPO		5.0		9.44	8.54	9.14		5.40
80		8.05			9.32		7.48	7.23	6.51	904.0		2.0 23rd AVE. PHOENIX		3.0		9.42	8.52	9.12		5.35
										905.5		1.5 CROSSING-AT&SF WYE		1.5						
Yard BKWP					s 9.40PM		s 7.55AM	s 7.30AM	Via Freight Main	906.0		0.5 R PHOENIX	D.T.	1.0		9.35AM	8.45PM	9.05PM		
Yard BKWOTYP		8.20PM							7.00AM	907.0		1.0 TO-R PHOENIX YARD		0.0						5.20PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.			(174.2)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.25)	(6.50)	(1.25)	(1.25)	(3.55)	(0.55)	(3.50)	(3.40)	(3.30)			................Time over district.................			(1.00)	(3.45)	(3.50)	(4.00)	(1.10)	**(6.25)**
	26.33	25.49	26.33	26.33	44.25	40.69	45.21	47.26	49.77			..............Average speed per hour..............			37.30	46.21	45.21	43.33	31.97	27.16

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
44-4	Any Station	Discharge		Yuma
44-4	Wellton, Hyder, Buckeye, Litchfield	Receive	Phoenix	

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
43	Any Station	Discharge Revenue		East of El Paso
5	Any Station	Discharge		Phx. Line St'ns & El Paso

PICACHO SUBDIVISION

EASTWARD														WESTWARD							
	SECOND CLASS				FIRST CLASS							Time Table No. 111 June 11, 1939		FIRST CLASS						SECOND CLASS	THIRD CLASS
Capacity of Sidings in Car Lengths	904	856	854	852	2	376	4	44	6	370	Distance from San Francisco		Distance from Tucson	1	3	377	43	5		843	903
	Freight	Freight	Freight	Freight	Sunset Limited	Motor	Golden State Limited	Californian	Argonaut	A. O. N.				Sunset Limited	Golden State Limited	Motor	Californian	Argonaut		Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sun. & Mon.		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
Yard BKWP					9.55 PM	8.40 AM	8.10 AM	7.50 AM			906.0	R PHOENIX D.T.	121.0		s 9.20 AM	s 4.05 PM	s 8.30 PM	s 8.50 PM			
Yard BKWOTYP	9.30 PM				9.59	8.45	8.14	7.54		7.10 AM	907.0	1.0 TO-R PHOENIX YARD	120.0		9.15	3.59	8.24	8.44			11.55 PM
19 Spur P	9.42				10.07	8.53	8.22	8.02		7.18	911.1	4.1 KENDALL	115.9		9.07	3.51	8.16	8.36			11.40
11 Spur P						f					911.8	0.7 TOVREA	115.2			f					
87 YP	9.52				f 10.13	s **9.01**	f 8.29	8.09		7.23	914.4	2.6 TO TEMPE	112.6		f **9.01**	s 3.45	s 8.10	s 8.30			11.25
P	9.57				10.16	9.07	8.32	8.12		7.26	915.3	0.9 TEMPE JCT.	111.7		8.57	3.41	8.05	8.25			11.15
35 P	10.02				10.19	9.10	8.35	8.15		7.29	917.1	1.8 NORMAL JCT.	109.9		8.54	3.38	8.02	8.22			11.10
36 Spur											918.6	1.5 TEMPE PUMPING PLANT	108.4								
Yard KWYP	**10.15**				s **10.29**	s 9.20	s **8.45**	8.25		7.36	921.8	3.2 TO MESA	105.2		s **8.45**	s 3.30	s 7.54	s 8.14			**10.45** **10.15**
79 P	**10.33**				**10.33**	9.25 AM	8.49	**8.29**		7.40	923.6	1.8 McQUEEN	103.4		**8.29**	3.25 PM	7.48	8.08			9.45
22 P											925.4	1.8 TREMAINE	101.6								
40 P	10.38				10.37		8.53	8.33		7.43	926.1	0.7 FALFA	100.9		8.23		7.44	8.04			9.30
76 P	10.46				f 10.44		f 9.00	8.40		7.48	929.3	3.2 TO CHANDLER	97.7		f 8.18		7.39	s 7.59			9.20
35 Spur P	10.50				10.47		9.03	8.43		7.51	931.0	1.7 POZO	96.0		8.13		7.34	7.53			8.55
81 P	10.55				10.51		9.07	8.47		7.55	934.3	3.3 SERAPE	92.7		8.09		7.30	7.49			8.45
71 P	11.03				10.56		9.12	8.52		**8.04**	939.0	4.7 SANTAN	88.0		**8.04**		7.25	7.44			8.35
72 P	11.10				11.01		9.17	8.59		8.11	943.2	4.2 DOCK	83.8		7.59		7.20	7.39			8.25
34 P	11.19				11.07		9.23	9.05		8.17	948.1	4.9 OLBERG	78.9		7.53		7.14	7.33			8.15
79 P	11.27				11.13		9.29	9.11		8.23	953.2	5.1 BLACKWATER	73.8		7.47		7.08	7.27			8.00
81 YP	11.36				11.19		9.35	9.17		8.29	958.2	5.0 POSTON	68.8		7.41		7.02	7.21			7.45
80 WP	11.52 PM				f 11.26		f 9.41	9.22		8.40	962.0	3.8 A. B. S. TO COOLIDGE	65.0		7.36		6.57	s 7.15			7.30
34 P	12.02 AM				11.32		9.47	9.28		8.46	966.4	4.4 RANDOLPH	60.6		7.30		6.50	f **7.08**			**7.08**
72 P	12.10				11.37		9.52	9.33		8.52	971.4	5.0 TOPAZ	55.6		7.24		**6.44**	7.02			**6.44**
4 Spur P											975.4	4.0 PEAK	51.6								
102 WOYP	12.28	6.55 PM	10.55 AM	3.35 AM	11.49		10.04	9.45	9.25 AM	9.04	980.6 937.5	5.2 TO PICACHO	46.4	4.40 AM	7.12		f 6.32	6.50		4.30 PM	6.24
73 P	12.38	7.05	11.05	3.45	11.53		10.08	9.49	9.31	9.08	940.7	3.2 OCATILLA	43.2	4.35	7.08		6.28	6.45		4.23	6.10
94 P	12.47	7.14	11.14	3.54	11.57 PM		10.12	9.53	9.36	9.12	944.2	3.5 WYMOLA	39.7	4.31	7.04		6.24	6.41		4.17	6.00
73 P	12.55	7.22	11.22	4.02	12.01 AM		10.16	9.57	9.41	9.16	947.9	3.7 MONTROSE	36.0	4.27	7.01		6.20	6.37		4.11	5.52
69 WP	1.04	7.31	11.31	4.11	12.05		10.20	10.01	f 9.47	9.20	951.4	3.5 TO RED ROCK	32.5	4.23	6.57		f 6.16	6.33		4.05	5.42
72 P	1.09	7.36	11.36	**4.19**	12.08		10.23	10.04	9.50	9.23	954.3	2.9 AVRA	29.6	**4.19**	6.54		6.13	6.28		4.00	5.30
67 P	1.16	7.43	11.43	4.26	12.12		10.27	10.08	9.55	9.27	958.4	4.1 NAVISKA	25.5	4.14	6.49		6.08	6.23		3.53	5.20
71 P	1.22	7.49	11.49	4.32	12.16		10.31	10.12	f 10.00	9.31	962.2	3.8 MARANA	21.7	4.09	6.45		f 6.04	6.19		3.47	5.11
100 P	1.27	7.54	11.54	4.37	12.19		10.34	10.15	10.03	9.34	964.6	2.4 ROSKRUGE	19.3	4.05	6.42		6.01	6.15		3.43	5.06
165 WP	1.32	7.59	11.59 AM	4.42	12.22		10.37	10.18	f 10.07	9.37	966.9	2.3 RILLITO	17.0	4.02	6.39		5.58	f 6.12		3.39	4.59
100 P	1.38	8.05	12.05 PM	4.48	12.25		10.40	10.21	10.12	9.40	969.9	3.0 SABINO	14.0	3.58	6.35		5.55	6.08		3.34	4.50
67 P	1.43	8.10	12.10	4.53	12.28		10.43	10.24	f 10.16	9.43	972.1	2.2 CORTARO	11.8	3.55	6.32		5.52	f 6.05		3.30	4.42
100 P	1.48	8.15	12.15	4.58	12.31		10.46	10.27	10.19	9.46	974.7	2.6 KINO	9.2	3.51	6.29		5.49	6.01		3.26	4.35
67 P	1.53	8.20	12.20	5.03	12.34		10.49	10.30	f 10.23	9.49	977.4	2.7 JAYNES	6.5	3.48	6.26		5.46	f 5.58		3.21	4.28
P	1.59	8.26	12.26	5.09	12.38		10.53	10.34	10.27	9.53	981.2	3.8 STOCKHAM	2.7	3.43	6.22		5.42	5.53		3.14	4.20
P											982.8	1.6 SOUTH LINE JCT. D.T.	1.1								
Yard BKWFITYP	2.10 AM	8.40 PM	12.40 PM	5.20 AM	s 12.45 AM		s 11.00 AM	s 10.40 AM	s 10.35 AM	10.00 AM	983.9	1.1 TO-R TUCSON	0.0	3.35 AM	6.15 AM		5.35 PM	5.45 PM		3.05 PM	4.10 PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sun. & Mon.		(121.0)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Leave Daily	Leave Daily
	(4.40) 25.71	(1.45) 26.51	(1.45) 26.51	(1.45) 26.51	(2.50) 42.71	(0.45) 23.47	(2.50) 42.71	(2.50) 42.71	(1.10) 39.77	(2.50) 42.71		.........Time over district......... ....Average speed per hour.......		(1.05) 42.83	(3.05) 39.24	(0.40) 26.40	(2.55) 41.49	(3.05) 39.24		(1.25) 32.75	(7.45) 15.48

RULE 206 (A). Unless otherwise instructed, crews arriving Phoenix on eastward first-class trains, will assume same schedule at Phoenix and these trains and No. 376 proceed to Phoenix Yard without clearance.

Second main track between east end Phoenix Yard and east switch Kendall, may be used by freight trains when authorized by train order. Single track rules apply.

At Picacho schedule time and train orders apply at junction switch.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
44	Any Station	Discharge		Yuma
44	Tempe, Mesa	Receive	East of El Paso	
	Chandler, Coolidge	Discharge		Redlands
4	Any Station	Discharge		Ph'x Line Stn's

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station Tucson to Picacho inc.	Receive	Gila Line Stations	
43	Any Station	Discharge Revenue		East of El Paso
5	Any Station	Receive Discharge	Phoenix Line Stations	El Paso
3	Coolidge	Receive Discharge	Phoenix	Tucson

WELLTON SUBDIVISION

EASTWARD	SECOND CLASS			FIRST CLASS							WESTWARD FIRST CLASS	SECOND CLASS
Capacity of sidings in car lengths	846 Freight	844 Freight	842 Freight	6 Argonaut	Distance from San Francisco			Time Table No. 111 June 11, 1939 STATIONS		Distance from Gila	1 Sunset Limited	841 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Arrive Daily	Arrive Daily
72 WIP	6.15PM	10.05AM	2.30AM	5.10AM	770.0	A. B. S.	TO	WELLTON	D.T.	85.7	f 9.15AM	10.25PM
73 P	6.25	10.15	2.40	5.16	773.1			3.1 ASHER		82.6	9.09	10.17
67 P	6.32	10.22	2.47	f 5.20	776.4			3.3 TACNA		79.3	f 9.03	10.11
73 P	6.39	10.29	2.54	5.25	780.1			3.7 GAEL		75.6	8.57	10.04
67 P	6.46	10.36	3.01	5.30	783.8			3.7 COLFRED		71.9	8.51	9.57
69 P	6.55	10.45	3.10	5.36	788.6			4.8 PEMBROKE		67.1	8.44	9.49
W88 E70 P	7.10	11.00	3.25	f 5.43	792.6		TO	4.0 MOHAWK		63.1	f 8.38	9.42
67 P	7.20	11.10	3.35	5.48	795.9			3.3 KIM		59.8	8.29	9.32
67 P	7.28	11.18	3.43	5.54	800.5			4.6 STOVAL		55.2	8.22	9.24
92 P	7.38	11.28	3.53	f 6.01	806.2			5.7 MUSINA		49.5	f 8.14	9.15
67 WP	7.48	11.38	4.03	f 6.15	811.9			5.7 AZTEC		43.8	f 8.06	9.04
100 P	7.55	11.45	4.10	6.20	815.8			3.9 MUGGINS		39.9	7.59	8.49
67 P	8.02	11.52	4.17	6.24	819.7			3.9 STANWIX		36.0	7.55	8.42
72 P	8.06	11.56AM	4.21	6.27	822.0			2.3 LAVA		33.7	7.52	8.38
W70 E82 WOP	**8.30**	12.20PM	4.45	f 6.34	826.1		TO	4.1 SENTINEL		29.6	s 7.45	**8.30**
76 P	8.40	12.30	4.55	6.39	829.6			3.5 TRIGO		26.1	7.35	8.23
67 P	8.48	12.38	5.03	6.44	833.1			3.5 TARTRON		22.6	7.30	8.16
67 P	9.00	12.50	5.15	f 6.53	839.9			6.8 PIEDRA		15.8	f 7.21	8.04
68 P	9.11	1.01	5.26	f 7.00	845.5			5.6 THEBA		10.2	f 7.13	7.54
67 P	9.20	1.10	5.35	**7.06**	850.3			4.8 SMURR		5.4	**7.06**	7.45
Yard BKWOTYP	9.30PM	1.20PM	5.45AM	s 7.15AM	855.7		TO-R	5.4 GILA		0.0	6.52AM	7.35PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(85.7)			Leave Daily	Leave Daily
	(3.15) 26.37	(3.15) 26.37	(3.15) 26.37	(2.05) 41.14				Time over district Average speed per hour			(2.23) 35.96	(2.50) 30.25

EASTWARD WELLTON SUBDIVISION WESTWARD

Capacity of sidings in car lengths	Distance from San Francisco	Time Table No. 111 June 11, 1939 Litchfield Branch STATIONS	Distance from Litchfield Park
79 YP	889.7	LITCHFIELD	5.0
34 22 Spurs	894.7	5.0 LITCHFIELD PARK	0.0
		(5.0)	

At Sentinel schedule time and train orders, except for westward first class trains, apply at east switch of west siding.

At Gila schedule time and train orders for first class trains apply at passenger station.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car length	Distance from San Francisco	Time Table No. 111 June 11, 1939 Tempe Branch STATIONS	Distance from West Chandler
P	915.3	TEMPE JCT.	7.7
21	917.7	2.4 PETERSON	5.3
53	920.1	2.4 HELENA	2.9
21 Spur	923.0	2.9 WEST CHANDLER	0.0
		(7.7)	

PICACHO SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	SECOND CLASS			FIRST CLASS		Distance from San Francisco			Time Table No. 111 June 11, 1939 STATIONS	Distance from Picacho	FIRST CLASS		SECOND CLASS
	856 Freight	854 Freight	852 Freight		6 Argonaut						1 Sunset Limited		843 Freight
	Leave Daily	Leave Daily	Leave Daily		Leave Daily						Arrive Daily		Arrive Daily
Yard BKWOTYP	3.40PM	7.40AM	12.20AM		7.20AM	855.7	A. B. S.	TO-R	GILA 3.4	81.8	s 6.45AM		7.20PM
67 P	3.49	7.49	12.29		7.27	859.1			COLEDON 6.0	78.4	6.38		7.08
77 P	4.05	8.05	12.45		f 7.37	865.1			BOSQUE 4.0	72.4	f 6.30		6.58
67 P	4.17	8.17	12.57		7.44	869.1			OCAPOS 2.7	68.4	6.24		6.45
76 P	4.27	8.27	1.07		7.49	871.8			SHAWMUT 2.8	65.7	6.20		6.40
73 YP	4.40	8.40	1.20		f 7.55	874.6		TO	ESTRELLA 4.8	62.9	f 6.16		6.35
68 P	4.49	8.49	1.29		8.00	879.4			BUCHAN 4.3	58.1	6.09		6.26
67 P	4.57	8.57	1.37		f 8.06	883.7			MOBILE 4.7	53.8	f 6.03		6.18
67 P	5.10	9.10	1.50		8.11	888.4			ENID 4.4	49.1	5.56		6.09
67 P	5.17	9.17	1.57		8.16	892.8			HEATON 5.0	44.7	5.50		6.01
150 WP	**5.40**	9.40	2.20		f 8.27	897.8		TO	MARICOPA 5.1	39.7	s 5.43		**5.50** **5.36**
67 P	5.50	9.50	2.30		8.34	902.9			LIRIM 4.8	34.6	5.30		5.27
72 P	6.00	10.00	2.40		f 8.40	907.7			BON 4.8	29.8	f 5.24		5.19
67 P	6.10	10.10	2.50		8.46	912.5			NUNEZ 6.3	25.0	5.18		5.11
94 WP	6.22	10.22	3.02		s 8.59	918.8		TO	CASA GRANDE 2.2	18.7	s 5.10		5.01
17 Spur						921.0			SECO 2.7	16.5			
67 P	6.31	10.31	3.11		9.05	923.7			ARIZOLA 4.7	13.8	5.00		4.53
68 P	6.40	10.40	3.20		f 9.11	928.4			TOLTEC 4.7	9.1	f 4.54		4.45
77 P	6.48	10.48	3.28		f 9.18	933.1			ELOY 4.4	4.4	f 4.47		4.37
102 WOYP	6.55PM	10.55AM	3.35AM		f 9.25AM	937.5		TO	PICACHO	0.0	4.40AM		4.30PM
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				81.8		Leave Daily		Leave Daily
	(3.15) 25.17	(3.15) 25.17	(3.15) 25.17		(2.05) 39.26				..........Time over district.......... ....Average speed per hour..........		(2.05) 39.26		(2.50) 28.87

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths					Distance from San Francisco		Time Table No. 111 June 11, 1939 Creamery Branch STATIONS	Distance from Normal Jct.		
87 YP					914.4	TO	TEMPE 1.0	2.1		
130 Spur					915.4		CREAMERY 1.1	1.1		
					916.5		NORMAL JCT.	0.0		
							(2.1)			

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of sidings in car lengths					Distance from San Francisco	Time Table No. 111 June 11, 1939 Florence Branch STATIONS	Distance from Florence Jct.		
81 YP					958.2	POSTON 3.8	6.5		
3 Spur					962.0	PARSONS 2.7	2.7		
P					964.7	FLORENCE JCT.	0.0		
						(6.5)			

PICACHO SUBDIVISION

EASTWARD — WESTWARD

Capacity of sidings in car lengths	FIRST CLASS		Distance from San Francisco		Time Table No. 111 June 11, 1939 Christmas Branch STATIONS	Distance from Christmas	FIRST CLASS	
		376 Motor					377 Motor	
		Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday	
79 P		9.25AM	923.6		McQUEEN 3.4	86.9	3.25PM	
46 P		s 9.34	927.0	TO	GILBERT 5.0	83.5	s 3.17	
27		f 9.43	932.0		HIGLEY 3.6	78.5	f 3.08	
10		f	935.6		GERMANN 2.5	74.9	f	
15 P		f	938.1		RITTENHOUSE 3.5	72.4	f	
55 P		f 10.00	941.6		QUEEN CREEK 8.2	68.9	f 2.53	
45 P		f 10.16	949.8		MAGMA 6.7	60.7	f 2.40	
P		10.27	956.5		FLORENCE JCT. 2.5	54.0	2.28	
28 WP		s 10.34	959.0	TO	FLORENCE 2.8	51.5	s 2.24	
			961.8		BARR 6.5	48.7		
			968.3		DIVERSION 0.7	42.2		
27 P		f 10.54	969.0		PRICE 6.2	41.5	f 2.05	
27 P		f 11.08	975.2		COCHRAN 4.5	35.3	f 1.52	
		f	979.7		BUTTES 3.4	30.8	f	
26 P		11.27	983.1		ZELLWEGER 1.5	27.4	1.35	
2 Spur			984.6		WOOLEY 3.2	25.9		
Yard P		s 11.42	987.8	TO-R	RAY JUNCTION 1.2	22.7	s 1.23	
			989.0		ERMAN 5.9	21.5		
32		f 11.58AM	994.9		BRANAMAN 4.3	15.6	f 1.07	
Y			999.2		BURNS WYE 0.5	11.3		
36		12.09PM	999.7		BURNS 0.5	10.8	12.57	
Yard WOP		s 12.13	1000.2	TO-R	HAYDEN JCT. 1.9	10.3	s 12.55	
17 KP		s 12.25	1002.1	TO	HAYDEN 1.4	8.4	s 12.50	
15		s 12.30PM	1003.5		WINKELMAN 1.2	7.0	12.45PM	
			1004.7		ROCK QUARRY 2.3	5.8		
			1007.0		FINNEY 2.4	3.5		
			1009.4		RUDO 1.1	1.1		
43			1010.5		CHRISTMAS	0.0		
		Arrive Daily Ex. Sunday			(86.9)		Leave Daily Ex. Sunday	
		(3.05) 25.91			..........Time over district.......... ....Average speed per hour..........		(2.40) 29.96	

Rule S-72 Exception, No. 376 is superior to No. 377.

At Gila schedule time and train orders for first-class trains apply at passenger station. At Picacho schedule time and train orders apply at junction switch.

Signal at Hayden Junction, governing movement of trains between Christmas Branch switch (1584 feet east of Hayden Junction) and Hayden Junction train-order office. Engineer will call for this signal by one long, one short and one long sounds and will not proceed until signal has been placed in proceed position. Normal position Christmas Branch switch for Kennecott Copper Corporation Railroad.

Westward trains Hayden to Hayden Junction on Christmas Branch and Kennecott Copper Corporation Railroad, must stop, before fouling adjacent track.

RULE 206 (A). Schedule of No. 377 may be assumed by crew arriving Winkelman on No. 376 without clearance.

EASTWARD PICACHO SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 870 Freight	FIRST CLASS	FIRST CLASS 378 Mexican Express	Distance from San Francisco	Time Table No. 111 June 11, 1939 Nogales Branch	STATIONS	Distance from Nogales	FIRST CLASS 379 Mexican Express	FIRST CLASS	THIRD CLASS 871 Freight
	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday					Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday
Yard BKWFTYP	6.00AM		11.25AM	983.9	TO-R	TUCSON TO-R TUCSON 0.8	65.9	s 4.20PM		3.15PM
						VIA SHOP YARD 2.6 T. & N. R.R. JCT. 2.2	65.1			
P	6.15		11.37	986.5 986.9		SOUTH LINE CROSSING SOUTH LINE CROSSING 3.0	62.9	4.07		3.00
60 P	6.25		f 11.43	989.9		AGUIRRE 3.9	59.9	f 4.01		2.50
60 P	6.35		11.49	993.8		XAVIER 4.8	56.0	3.55		2.40
60 P	6.45		11.57AM	998.6		FELIX 3.8	51.2	3.47		2.30
120 WP	7.00		f 12.04PM	1002.4		SAHUARITA 8.0	47.4	f 3.40		2.20
13 P	7.20		f 12.18	1010.4		CONTINENTAL 1.7	39.4	f 3.26		2.00
63 P	7.27		12.21	1012.1		MORALES 4.2	37.7	3.23		1.55
62 P	7.40		f 12.28	1016.3		CANOA 4.8	33.5	f 3.16		1.45
62 P	7.55		s 12.38	1021.1	TO	AMADO 4.5	28.7	s 3.07		1.35
61 P	8.05		f 12.46	1025.6		CHAVEZ 2.5	24.2	f 2.59		1.20
			f	1028.1		SOTOS CROSSING 1.5	21.7	f		
61 WP	8.20		f 12.53	1029.6		TUBAC 4.6	20.2	f 2.52		1.12
62 P	8.30		f **1.01**	1034.2		OTERO 3.2	15.6	f 2.44		**1.01**
62 P	8.40		f 1.06	1037.4		SILVA 2.7	12.4	f 2.39		12.46
95 Spur P	8.50		f 1.11	1040.1		CALABASAS 9.7	9.7	f 2.34		12.40
Yard BKWFTP	9.30AM		s 1.35PM	1049.8	TO-R	NOGALES	0.0	2.10PM		12.15PM
	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday			(65.9)		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday
	(3.30) 18.83		(2.10) 30.42			Time over district Average speed per hour		(2.10) 30.42		(3.00) 21.97

Rule S-72 Exception, No. 378 is superior to No. 379.

Passenger trains use shop yard route, Tucson yard.
Freight trains use T. & N. R. R. Jct. route, Tucson yard.

EASTWARD BOWIE SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 884 Local Freight	FIRST CLASS	FIRST CLASS 382 Motor	Distance from San Francisco	Time Table No. 111 June 11, 1939 Globe Branch	STATIONS	Distance from Live Oak	FIRST CLASS 381 Motor	FIRST CLASS	SECOND CLASS 883 Local Freight
	Leave Daily Ex. Tuesday		Leave Daily					Arrive Daily		Arrive Daily Ex. Monday
Yard BKWYFP	8.00AM		2.55PM	1098.4 1097.9	TO-R	BOWIE 9.5	136.4	s 1.00PM		4.55PM
56 P	8.25		3.12	1107.4		ESCALA 10.4	126.9	12.36		4.33
44 P	8.50		f 3.28	1117.8		TANQUE 7.3	116.5	f 12.17		4.00
50 P	9.05		**3.39**	1125.1		HAECKEL 7.5	109.2	12.04PM		**3.39**
55 P	9.25		s 3.52	1132.6	TO	SOLOMON 2.7	101.7	s 11.52AM		3.10
20				1135.3		LONE STAR 2.2	99.0			
Yard WP	10.20		s 4.05	1137.5	TO	SAFFORD 3.1	96.8	s 11.40		2.40
34 P	10.35		s 4.15	1140.6	TO	THATCHER 2.5	93.7	s 11.28		1.15
5			f	1143.1		CENTRAL 2.5	91.2	f		
27 P	10.55		s 4.26	1145.6	TO	PIMA 1.1	88.7	s 11.18		1.00
66 P	**11.14**		4.30	1146.7		DUBLIN 2.2	87.6	**11.14**		12.50
4			f	1148.9		GLENBAR 4.1	85.4	f		
60 P	11.45AM		f 4.41	1153.0		CORK 1.8	81.3	f 11.04		12.30
2 Spur			f	1154.8		ASHURST 4.5	79.5	f		
61 P	**12.10PM**		s 4.54	1159.3	TO	FT. THOMAS 4.9	75.0	s 10.53		**12.10PM**
56 CWP	12.25		f 5.03	1164.2		GERONIMO 5.9	70.1	f 10.43		11.50AM
58 P	12.40		f 5.14	1170.1		BYLAS 6.7	64.2	f 10.31		11.35
54 P	12.57		f 5.26	1176.8		CALVA 6.9	57.5	f 10.19		11.20
58 P	1.15		5.38	1183.7		NACHES 7.3	50.6	10.07		11.05
55 P	1.40		5.54	1191.0		DILI 6.3	43.3	9.51		10.40
P			f	1197.3 1197.2		PERIDOT 3.8	37.0	f		
57 WP	2.05		s 6.14	1201.0	TO	SAN CARLOS 6.8	33.2	s 9.34		10.15
21 P	2.25		6.29	1207.8		REPPY 5.7	26.4	9.21		9.55
43 P	2.45		f 6.41	1213.5		CUTTER 5.8	20.7	f 9.11		9.40
21 P	3.05		6.58	1219.3		PINAL 2.2	14.9	8.59		9.23
Yard BKWFTP	3.20PM		s 7.05PM	1221.5	TO-R	GLOBE 2.5	12.7	8.50AM		9.10AM
5				1224.0		HAMM 1.3	10.2			
				1225.3		KINGDON 0.9	8.9			
13 P				1226.2		RADIUM 1.1	8.0			
3 Spur				1227.3		BURCH 2.0	6.9			
P				1229.3		KISER 0.9	4.9			
16				1230.2		CLAYPOOL 1.7	4.0			
Yard WYP				1231.9	TO-R	MIAMI 1.1	2.3			
				1233.0		INSPIRATION JCT. 1.2	1.2			
				1234.2		LIVE OAK	0.0			
	Arrive Daily Ex. Tuesday		Arrive Daily			(136.4)		Leave Daily		Leave Daily Ex. Monday
	(7.20) 16.87		(4.10) 29.69			Time over district Average speed per hour		(4.10) 29.69		(7.45) 15.96

EASTWARD

BOWIE SUBDIVISION

WESTWARD

Time Table No. 111

June 11, 1939

Capacity of sidings in car lengths	SECOND CLASS					FIRST CLASS				Distance from San Francisco			STATIONS		Distance from Lordsburg	FIRST CLASS		SECOND CLASS
	866 Freight Leave Daily	964 Freight Leave Daily	864 Freight Leave Daily	962 Freight Leave Daily	862 Freight Leave Daily	4 Golden State Limited Leave Daily	6 Argonaut Leave Daily	44 Californian Leave Daily	2 Sunset Limited Leave Daily							43 Californian Arrive Daily	1 Sunset Limited Arrive Daily	845 Freight Arrive Daily
Yard BKWFTYP	5.45PM	4.25PM	8.40AM	7.00AM	1.45AM	11.15AM	11.02AM	10.55AM	1.05AM	983.9	A. B. S.	TO-R	TUCSON 0.8	Track No. 2		See Rio Grande Division Time Table.		
										984.7			T. & N. R. R. JCT. 3.0					
2 Spur	5.58	4.38	8.53	7.13	1.58	11.24	11.12	11.04	1.15	987.7			POLVO 6.1					
66 P	6.13	4.55	9.08	7.30	2.13	11.35	11.23	11.14	1.26	993.8			RANKIN 4.8					
P							f			998.6			ESMOND 4.7					
66 P	6.35	5.20	9.30	7.55	2.35	11.51AM	f 11.39	11.30	1.42	1003.3			VAIL 9.3					
84 WP	6.57	5.56	9.52	8.31	2.57	12.08PM	f 11.57AM	11.47AM	1.59	1012.6			PANTANO 11.0					
E 94 W81 CIYP	7.30	6.30PM	10.25	9.05AM	3.30	12.27PM	f 12.18PM	12.07PM	**2.20**	1023.6		TO-R	MESCAL 4.6		124.7	f 4.20PM	**2.20**AM	2.20PM
81 P	7.40		10.35		3.39		12.25		2.26	1028.2			CHAMISO 4.4		120.1	4.10	2.10	2.06
Yard KWOYP	8.00		10.57		3.55		s 12.38		s 2.40	1032.6		TO	BENSON 3.2		115.7	s 3.59	f 1.59	1.43
66 P	8.12		11.09		4.02		12.45		2.47	1035.8			FENNER 2.7		112.5	3.48	1.49	1.35
87 P	8.23		11.20		4.12		12.52		2.53	1038.5			CURVO 2.5		109.8	3.42	1.43	1.28
78 WP	8.34		11.32		4.23		f 1.01		3.00	1041.0			SIBYL 2.9		107.3	f 3.36	1.37	1.20
66 P	8.43		11.41		4.32		**1.07**		3.06	1043.9			TULLY 3.4		104.4	3.32	1.33	**1.07**
66 P	8.52		11.50		4.40		1.14		3.12	1047.3			OCHOA 3.5		101.0	3.27	1.28	12.57
66 P	9.01		11.59AM		4.48		1.20		3.18	1050.8			LANCHA 3.1		97.5	3.22	1.23	12.49
E 69 W68 YP	9.14		12.12PM		5.00		s 1.28		3.23	1053.9		TO	DRAGOON 4.4		94.4	s 3.18	1.19	12.40
86 P	9.24		**12.22**		5.08		1.34		3.29	1058.3			MANZORO 5.6		90.0	3.09	1.10	**12.22**
94 P	9.33		12.32		5.17		s 1.43		3.35	1063.9		TO	COCHISE 5.7		84.4	f 3.00	1.02	12.10PM
66 P	9.42		12.42		5.26		1.50		3.41	1069.6			HADO 5.1		78.7	2.52	12.54	11.59AM
70 WP	10.00		1.00		5.40		s 2.00		3.47	1074.7		TO	WILLCOX 4.7		73.6	s 2.45	12.48	11.50
64 P	10.12		1.12		5.50		2.07		3.52	1079.4			DRURY 3.2		68.9	2.35	12.41	11.40
105 P	10.23		1.23		5.59		f 2.13		3.57	1082.6			RASO 5.1		65.7	f 2.31	12.37	11.33
68 P	10.32		1.32		6.08		**2.23**		4.04	1087.7			ALRICH 3.3		60.6	**2.23**	12.29	11.18
66 P	10.38		1.38		6.14		2.29		4.09	1091.0			LUZENA 3.5		57.3	2.16	12.22	11.08
66 P	10.44		1.44		6.20		2.34		4.14	1094.5			CHOLLA 3.9		53.8	2.09	12.17	11.01
Yard KWFYP	11.10		**2.00**		6.35		s 2.50		s 4.25	1098.4		TO-R	BOWIE 4.2		49.9	s **2.00**	s 12.10AM	10.51
66 P	11.19		2.09		6.43		2.57		4.31	1102.6			HOLT 4.0		45.7	1.42	11.57PM	10.43
66 P	11.26		2.16		6.49		f 3.02		4.35	1106.6			OLGA 3.6		41.7	f 1.37	11.53	10.37
66 P	11.33		2.23		6.55		3.07		4.39	1110.2			KARRO 4.0		38.1	1.32	11.49	10.31
66 BKWFYP	**11.45**		2.30		7.01		s 3.14		4.43	1114.2		TO	SAN SIMON 3.4		34.1	s 1.27	**11.45**	10.24
66 P	11.55PM		2.44		7.13		3.19		4.47	1117.6			BAWTRY 4.2		30.7	1.22	11.41	10.13
77 P	12.06AM		2.56		7.23		3.27		4.54	1121.8			VANAR 3.2		26.5	1.18	11.36	10.06
74 P	12.15		3.05		7.30		3.34		5.00	1125.0			CAVOT 3.9		23.3	1.13	11.31	10.00
E 68 W74 YP	12.35		3.25		7.45		f 3.46		5.10	1128.9			STEINS 3.8		19.4	f 1.05	11.23	9.50
65 P	12.42		3.32		7.52		3.51		5.15	1132.7			MONDEL 3.8		15.6	12.59	11.17	9.36
65 P	12.49		3.39		7.59		3.56		5.20	1136.5			CONRAD 4.3		11.8	12.54	11.12	9.29
66 P	12.57		3.47		8.07		f 4.02		5.26	1140.8			GARY 3.1		7.5	f 12.48	11.06	9.21
66 P	1.04		3.54		8.13		4.07		5.30	1143.9			PYRA 4.4		4.4	12.44	11.02	9.15
Yard BKWFTYP	1.15AM		4.05PM		8.25AM		s 4.15PM		s 5.38AM	1148.3		TO-R	LORDSBURG		0.0	12.37PM	10.55PM	9.05AM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				(164.4)			Leave Daily	Leave Daily	Leave Daily
	(7.30)	(2.05)	(7.25)	(2.05)	(6.40)	(1.12)	(5.13)	(1.12)	(4.33)				Time over district			(3.43)	(3.25)	(5.15)
	21.92	19.06	22.16	19.06	24.66	33.08	31.51	33.08	36.13				Average speed per hour			33.55	36.50	23.76

Westward trains will use track No. 1, Rio Grande Division, Mescal to Tucson, and eastward trains will use track No. 2, Tucson Division, Tucson to Mescal, unless otherwise directed by train order.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
1	Any Station	Discharge		East of El Paso
2	Willcox	Discharge		Phoenix Line Stations

SPECIAL INSTRUCTIONS

RULE 2. Watch Inspectors:

S. A. Pope, Manager of Time Service	65 Market St., San Francisco
Yuma	Wm. Baird
Yuma	J. H. Huber
Phoenix	H. H. Howard
Tucson	Greenwald & Adams
Tucson	H. L. Tucker
Nogales	E. M. Mather
Lordsburg	H. H. Conder
Globe	J. G. Cubitto
Miami	J. G. Cubitto, Jr.

RULES 10 (G) and 10 (H). On tracks No. 1 and No. 2 between Tucson and Polvo, signals will be placed on left of track in direction of movement.

RULE 14. Other engine whistle signals:
For diverging route, one short, one long, one short.
For siding, one long, one short, one long.

RULE 14 (d). As specified below, four long, one short sounds of whistle will be indication that flagman may return from West as prescribed by Rule 99:

Phoenix Yard—Kendall, Trains on Second Main Track.
Normal Jct., Trains on Creamery Branch.
Florence Jct., Trains on Florence Branch.
Picacho, Trains on Phoenix Line.
Trains leaving these junctions in opposite direction use 14 (e).

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from East as prescribed by Rule 99:
Wellton, Trains on Phoenix Line.
Litchfield, Trains on Litchfield Branch.
Kendall—Phoenix Yard, Trains on Second Main Track.
Tempe, Trains on Creamery Branch.
Tempe Jct., Trains on Tempe Branch.
McQueen, Trains on Christmas Branch.
Poston, Trains on Florence Branch.
T. & N. R. R. Jct., Trains on Nogales Branch.
Mescal, Trains on Rio Grande Division.
Bowie, Trains on Globe Branch.
Trains leaving these junctions in opposite direction use 14 (d).

RULE 21 (C). At Tucson, incoming engines may display indicators until arrival at roundhouse.

RULE 28. In double track territory signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

RULES 72 and 73. Second class and extra trains may run ahead of first class trains Phoenix to Phoenix Yard.

Third class and extra trains may run ahead of No. 377 from McQueen to Mesa, and from Tempe Jct. to Tempe.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction, except as shown on pages 5 and 6.

RULE 83. As it applies passing from double to single track, is modified. If identification of trains on double track is made between Yuma and East Yard, Dome and Wellton, Stockham and Tucson, Phoenix and Phoenix Yard, or on second main track and main track Phoenix Yard and Kendall, it will not be necessary to obtain train order check of the same trains before passing from double track to single track. Trains moving in the opposite direction must reduce speed sufficient to permit identification and Rule 14 (k) must be applied when approaching trains on the opposite track.

RULE 83 (A). At the following stations, only the trains indicated will register.
Phoenix—First class trains.

RULE 83 (B). At open train-order offices trains may register by ticket as follows:

Phoenix Yard	First class trains
Mescal	All trains
Bowie	Westward trains

Tucson—Engineers of light engines from east will leave register ticket with engine dispatcher for operator for registration.

RULE 83 (E). A train when authorized by train order, may check the register against an extra train, and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals."

When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals."

RULE 93. Yard limits are established at the following stations and limits as follows:

Yuma	West MP 731.50 East MP 737.80
Phoenix	West MP 900.96 East MP 908.79
Mesa	West MP 920.45 East MP 923.23
Ray Jct.	West MP 986.84 East MP 988.72
Hayden Jct.	West MP 998.80 East MP 1004.90
Gila	West MP 854.20 East MP 857.70
Tucson	West MP 981.96 East MP 989.00 (Track 2) East MP 988.09 (Track 1) East MP 987.42 (Nog.Br.) East MP 990.37 (So.Line)
Nogales	West MP 1046.37 East MP 1049.89
Benson	West MP 1031.60 East MP 1034.01
Bowie	West MP 1097.10 East MP 1100.00 Globe Branch East MP 1099.50
Lordsburg	West MP 1147.19 East MP 1151.38
Safford	West MP 1136.65 East MP 1138.34
Globe	West MP 1218.70 East MP 1223.22
Miami	West MP 1229.82 East MP 1234.20

Portions of main track not protected by automatic block signals are located and described as follows:

Comply with third paragraph Rule 93 within these specified limits.

Phoenix—Freight main track. Eastward between "Block signal limit" sign on mile post 905.8 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and home signal 9055.

Union Station tracks. Eastward between "End of block" sign opposite dwarf light signal 9059 and dwarf light signal 9064. Westward between "End of block" sign at mile post 906.2 and dwarf light signal 9059.

Tucson—Passenger track No. 2 (first track north of station), and passenger track No. 1 (second track north of station). Eastward between "End of block" sign at mile post 983.6 and dwarf light signal 9838. Westward between "End of block" sign opposite dwarf light signal 9838 and home signal 9835. Main track (third track north of station) between "End of block" sign at mile post 984.1 and home signal 9835.

RULE 97. Extra trains must not run via Creamery or Florence branches unless train order so specifies.

RULE D-97 (A). Eastward extra trains may leave Phoenix as directed by chief train dispatcher, without clearance.

RULE 98. At South Line Crossing.—Gate with red signal normal position across South Line track. Before changing position of gate and making movement on South Line track, protect in each direction on Nogales Branch as per Rule 99.

RULE 103 (A). A flagman must precede all movements over:
Yuma, 1st, 2nd, 3rd and 4th Sts.
Tempe (Creamery Branch), Mill Ave. and 8th St.
Tucson, West Congress St.
Nogales, Court and Park Sts.
Globe, Hackney St. and eastward over Murphy St.
Miami, Latham Blvd. and Adonis Ave.

In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

RULE 103 (B). Back-up hose must be used by yard engines making back-up movements with cars:
Tucson, between North and South yards.

RULE 104. NORMAL POSITION OF SWITCHES AT THE END OF DOUBLE TRACK AND AT JUNCTIONS:

East Yard	Oil buffer spring switch end double track, for trains entering the double track.
Dome	Oil buffer spring switch at end of double track, for trains entering double track.
Phoenix	Oil buffer spring switch at west end freight main and Union Station tracks, for Union Station.
Phoenix Yard	Oil buffer spring switch at east end double track, for trains entering the double track.
McQueen	Christmas Branch, for Christmas Branch from siding.
Picacho	Operators, when on duty, will handle switches near train-order office for movements to and from Phoenix Line and siding.
Stockham	Oil buffer spring switch end double track, for trains entering the double track.

DERAILS IN MAIN TRACK:

Litchfield Park, 320 feet west of east end of track.
Christmas, 250 feet east of west switch.
Nogales, 221 feet west of west switch, may be run through by eastward trains.
South Line Crossing, 165 feet east on South Line.

RULE 105. FOLLOWING TRACKS ARE DESIGNATED FOR USE AS SIDINGS:

Fowler	Track north of main track.
Ray Junction	Track south of main track.
Mohawk	First track north of main track, eastward trains. Second track north of main track, westward trains.
Red Rock	Track north of main track.
Benson	Track north of main track, eastward trains. Track south of main track, westward trains.
Dragoon	Track north of main track, eastward trains. Track south of main track, westward trains.
Bowie	Track north of main track, from west switch to switch just east of station, eastward trains. Track north of main track, from east switch to switch just east of station, westward trains.
Steins	First track north of main track, westward trains. Second track north of main track, eastward trains.
San Carlos	First track north of main track.

RULE 221. Trains must obtain clearance before leaving Tempe to or from Creamery Branch, Bowie, Globe, Miami.

Trains originating at Phoenix must obtain a clearance before leaving Phoenix Yard.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yard, or other buildings.

INSTRUCTIONS FOR SETTING HAND BRAKES AT:

TUCSON

Passenger Trains	Two brakes on west end. Two brakes on east end.
Freight Trains	Fifteen brakes on west end. Ten brakes on east end.

TUCSON—P.F.E. YARD

Each cut of cars	Seven brakes on west end.
S. P. tracks Nos. 1, 2, and 3	Fifteen brakes on west end.

Hand brakes on passenger trains are to be set after engine is spotted for taking oil. If necessary to detach engine after these hand brakes have been released, employe before detaching engine must see that sufficient hand brakes have again been set.

Hand brakes on freight trains must be set with the assistance of a brake club after train or cut has stopped. Any employe releasing any of these brakes, must set as many others to replace them.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

That portion of Rule 509 (e) reading: ". . . and the intervening track is seen to be clear . . ." is interpreted as referring to the track being clear of engines and/or cars.

At Phoenix: Crossing - A.T. & S.F. Wye.
Signal 9052 governs eastward movements.
Signal 9053, on passenger main track, and
Signal 9055, on freight main track, govern westward movements.

If either of these signals indicates "STOP", train or engine, after stopping, and observing wye track to be clear of opposing movements, may proceed in accordance with Rule 509, and in addition must provide flag protection on the intersecting track unless derail thereon is in derailing position.

At Kendall, eastward trains on main track, stop west of signal 9112 to wait for or meet opposing trains.

Eastward trains on second main track will be governed by position of signals 9112 and 9113 before entering main track.

Account no overlap on light signal 9838 located at end of block just east of Tucson yard office, and no overlap on light signal 9841 located just west of car shop on Nogales Branch, trains and engines moving between these signals, and on track used as main track between west end of car shed and light signal 9838, must do so with caution.

When a block signal indicates stop on track No. 2, trains may proceed as follows:

Eastward trains Tucson to Mescal will be governed by Rule 509 applicable to double track.

Westward trains Mescal to Esmond will be governed by Rule 509 applicable to single track.

Westward trains Esmond to Tucson will have no block signal protection after passing signal 9978.

Between Tucson and Polvo, automatic signals are on the left of the track in the direction of movement.

OIL BUFFER SPRING SWITCHES

A block signal with a triangular number plate is actuated by some special protective device and special action required as follows:

When a block signal in advance of a facing point oil buffer spring switch indicates "STOP", careful examination of switch must be made before passing over it. When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks and injectors must not be used nor boosters started, while passing over these switches. Sand must not be used at location rail lubricators.

Switches are located as follows and speed indicated must not be exceeded when passing over such switches:

		A.B.Signal	M.P.H.
East Yard	(Eastward)	7372	25
	(Westward)	7375	60
Dome	(Eastward)	7532	25
	(Westward)		30
Phoenix	West end freight main and Union Station tracks:		
	(Eastward)	9052	10
	(Westward)		15
Phoenix Yard	East end double track:		
	(Eastward)		15
	(Westward)	9075	10
Stockham	(Eastward)	9810	60
	(Westward)	9813	35

When signal 7372 east end of double track, East Yard, indicates stop for eastward trains, and signal 9813, west end of double track at Stockham, indicates stop for westward trains, oil buffer spring switch must be thrown by hand to reverse position and again restored to normal position after train has passed over switch.

RULE 511. Within block signal limits after switches of a crossover are thrown wait three minutes before crossing over unless block signals protecting the movement can be seen to be in stop position not less than one-half mile distant.

RULE 516. Overlaps located as follows:

Gillespie	**Signal 8496.**	**Eastward trains.**
23rd Ave. Phoenix	**" 9022.**	**Eastward trains.**
	" 9053 and 9055.	**Westward trains.**
McQueen	**" 9218.**	**Eastward trains.**
Roskruge	**" 9626.**	**Eastward trains.**
	" 9657.	**Westward trains.**
Cortaro	**" 9704.**	**Eastward trains.**

INTERLOCKING

WELLTON

Limits extend from two-arm signal on Gila Line and on Phoenix Line 4,000 feet east of station to light signal on westward track 400 feet west of station and to two-arm signal on eastward track 1,000 feet west of station.

The derail at east end of siding is electrically locked, and can be operated by trainmen only when released by signal operator.

Switches and derails to spurs leading from westward main track, just west and east of station, are hand-thrown, but must not be used until permission is secured from signal operator.

TUCSON, SIXTH AVENUE

Limits on westward track extend from dwarf signal at tower to signal 9835, and on eastward track from dwarf signal opposite signal 9835 to dwarf signal at tower.

Signals permitted by Rule 628 may be given from tower.

MESCAL

Interlocking signals of the Rio Grande Division will display indication in the upper quadrant.

Limits are between home signals governing east switch of east crossover and west switch of west crossover of the Rio Grande Division, and home signals governing east and west switches of sidings of the Tucson Division. Switches leading from west siding to water and outfit spurs, and from east siding to both legs of wye and to west end of coal track, also switch and derail east end coal track are hand-thrown but must not be used until permission is secured from signal operator.

Where hand signals, as perscribed by Rule 628, cannot be seen, trains stopped will call the signal operator and secure permission to proceed; also to throw switches by hand in event the remote control appliance is inoperative.

TRAIN INSPECTION

Freight trains may run not to exceed a distance of 50 miles without stopping for inspection. This does not relieve trainmen, however, from making inspection when stops permit and other points specified in time table or whenever it is necessary in the judgment of conductor or engineer.

Freight trains on descending grade must stop for inspection at:

Saddle or Papago
Ocapos or Bosque
Mobile or Enid
Mescal (Eastward)
Tully or Sibyl
Manzoro or Dragoon (Westward)
Cochise, Hado, or Willcox
Bowie
Bawtry or San Simon
Mondel or Steins (Westward)
Cutter

Engines running light on descending grades must stop for inspection at freight train inspection points a sufficient length of time for engineer to satisfy himself that tires and machinery are in satisfactory condition.

AIR BRAKE RULES

RULE 24. Rear end test must be made by freight and mixed trains immediately before departure at:

Mescal (Eastward)
Manzoro or Dragoon (Westward)
Mondel or Steins (Westward)
Pinal

RULE 33. Retainers will be used on grades on freight trains of less than 100 Ms per operative brake, when necessary in the judgment of conductor and engineer and on trains of 100 Ms or more per operative brake as follows:

1.4% to 1.5% incl. one retaining valve for every 150 Ms.
Over 1.5% to 1.8% incl. one retaining valve for every 140 Ms.
Over 1.8% to 2.2% incl. one retaining valve for every 120 Ms.
Over 2.2% one retaining valve for every 100 Ms.

AIR BRAKE RULES—continued

Grades of over 1% located as follows:

BOWIE SUBDIVISION

Eastward

Mescal to Benson	1.4%
Steins to Mondel	1.4%

Westward

Steins to Bawtry	1.4%
Sibyl to Benson	1.4%

GLOBE BRANCH

Eastward

Pinal to Globe		2%
Globe to Kiser	M. P. 1221.6 to 1221.7	1.5%
	M. P. 1222.1 to 1222.8	2%
	M. P. 1226.3 to 1226.7	1.5%
	M. P. 1228.8 to 1229.2	1.4%

Westward

Live Oak to Miami		3%
Miami to Burch	M. P. 1231.0 to 1230.8	1.4%
	M. P. 1229.2 to 1228.8	1.4%
Pinal to Cutter		2.2%

RULE 39. Running test must be made at:

Mescal (Eastward)
Pinal

Incoming passenger enginemen will leave automatic air brakes set on their trains at Tucson, Phoenix and Yuma after final stop has been made.

Outgoing enginemen will release brakes on signal from carmen, this signal to be given only after all switching has been done.

MISCELLANEOUS

1. At Wellton, Aztec, Sentinel, Gila, Casa Grande, Florence, Hayden Jct., Benson, Bowie, and San Simon, water for locomotive purposes is treated and must not be taken for domestic use except as follows:

Aztec, water rack.

Sentinel, water rack and two columns at east end.

Hayden Jct., by closing valve between treater and water column.

Benson, either of the two columns at station, by first opening switch in box on outside of freight house. Sign giving instructions at box.

Bowie, notify pumper.

When filling water cars for domestic purposes at Hayden Jct., Benson, or Bowie, after closing valve between treater and water column, fill engine tank to drain line of treated water before filling water cars.

At Aztec, westward freight trains take water, taking water at Sentinel only when it will avoid delay west of there.

At Sentinel, eastward freight trains take water and fill water car, taking water at Aztec only when necessary or when it will avoid delay at Sentinel.

At Maricopa, eastward and westward freight trains take water, and if necessary, fill water car.

At Benson, when business is heavy, westward freight trains, including light engines, take water at columns at station, to avoid shortage in east tank.

At Sibyl, westward identified and other important freight trains may take water if it will avoid stopping at Benson. Other freight trains will not take water except in case of emergency, and then only sufficient to make next water station.

At San Simon, westward identified and other important freight trains may take water if it will avoid stopping at Bowie. Other westward freight trains will not take water except in case of emergency, and then only sufficient to make Bowie.

In all cases where it is necessary to make a short move with heavy freight train to reach water or oil column, including that required to spot second engine of double-headed train, locomotive must be cut off before spotting at column.

One helper may be placed behind caboose if of steel underframe construction and cars ahead of caboose are not rear end cars; otherwise cut in ahead of twenty-five per cent of tonnage, or more if necessary to cut in ahead of all rear end cars. Road engines double-heading or helper engine may be placed on head end of freight train when tonnage handled does not exceed 75 per cent of the total rating of both engines.

4. For the purpose of pushing trains out of yards:

(a) No engine will be placed behind wooden underframe caboose or other wooden frame equipment.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) Air will not be coupled through pusher engine.

(d) Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

(e) In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

(f) Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

In helper service:

(a) No helper engine will be placed behind wooden underframe cars or cabooses.

(b) Engines weighing more than 235,000 pounds on the drivers will not be placed behind steel underframe cabooses.

(c) In no case will more than one helper engine be placed behind steel underframe cabooses.

(d) When helper engines are used in rear of freight trains, consolidation and lighter class must be placed behind heavier class.

(e) Engines must not be cut off or coupled to a train while same is in motion.

10. FOLLOWING TRACKS NOT TO BE USED BY FOLLOWING OR HEAVIER CLASS ENGINES

3700 CLASS

Pozo	Spur

3300 CLASS

Creamery Branch.
Tempe Branch sidings and spurs.
Christmas Branch.

3200 CLASS

Granite Spur	3600 class engines, or heavier, must not use No. 2 track beyond high line switch. No. 1 track may be used on each lead but not beyond the boiler house.
Maricopa	South leg wye, pump house spur.
Tempe	Tempe Milling Co., Phoenix Mill and gravel pit spurs. East leg wye, house track, tracks 2 and 3.
Mesa	McKellips, Standard Oil, and Texas Oil spurs. Shell Oil and Independent Cotton & Oil Co. spurs. Mutual Cotton Oil spur. Spurs between Mesa and North Mesa.
Christmas Branch. (Between Winkelman and Christmas.)	
Florence Branch.	
Nogales Branch.	
Benson	Oil spur, team, south coal and hotel tracks.
Willcox	Stock track spur.
Bowie	Oil spur east of west end of pump house.
Globe Branch.	

2500, 2700, 2800, OR 3100 CLASS

Wellton	Oil spur.
Tacna	Spur.
Colfred	Spur.
Pembroke	Spur.
Mohawk	West spur.
Stoval	Spur.
Musina	Outfit spur.
Stanwix	Spur.
Sentinel	Oil spur.
Tartron	Spur.
Smurr	Spur.
Coledon	Spur.
Ocapos	Spur.
Estrella	Spur.
Enid	Spur.
Heaton	Spur.
Eloy	Short siding.
Kendall	River track east of spur.
Creamery Branch	Siding and Rock Quarry spur.
Creamery	Track east of Creamery plant.
Tempe Pump'g Plant	Spur.
Mesa	Drew's spur (Must back in).
Magma	Spur.
Rankin	Spur.
Mescal	Outfit spur.
Lancha	Spur.
Bowie	Caboose track.

Engines must not use:

Spurs: Buckeye, Seaside Oil Co.; Florence; Burns; Wymola; Benson Wye.

SPECIAL INSTRUCTIONS

11. At Yuma, westward first-class trains, when moving against current of traffic, must not pass signal 7341 without proceed signal from yardman.

Westward trains, except first class, must not pass signal 7341 without proceed signal from yardman.

At Phoenix, Santa Fe and Southern Pacific trains may jointly use tracks at east and west end of Union Station. Yard and light engines must take every precaution possible to avoid delaying first-class trains on all tracks within Union Station zone. Trains will approach switch at entrance to Union Station tracks prepared to stop and will proceed only when track is known to be clear.

At Bowie, No. 4 track in west yard must be kept clear for through movement.

15. At Tucson, westward trains, except first-class and light engines, must not pass crossover switch near signal 9851 without proceed signal from yardman.

20. Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express or mail car, or a caboose.

When necessary to handle passenger equipment except official cars in freight trains, it must be placed next to caboose, providing rear end freight cars in train will permit.

Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

At Granite Spur, engines placing loaded cars on high-line spur track will not handle more than two loads at one time, using sufficient other cars between the loads and engine to avoid engines passing high-line spur switch.

At Litchfield Park, Boswell Spur is protected by gate, which must be kept closed and locked when not in use.

At Cowden, corral track must be kept clear for use of first-class trains.

At Tovrea, entrance to Tovrea Packing Co. plant is protected by gates, which must be kept closed and locked when not in use. Look out for rubbish and material alongside tracks in this yard.

Between Price and Christmas look out for rock and land slides.

At Hayden, entrance to Kennecott Copper Corp'n plant is protected by gate, which must be closed and locked at night.

At Coolidge, cars must not be detached in motion to Indian Service spur.

At Picacho, look out for cars on west leg of wye.

At P.F.E. yard, Tucson, look out for ice and rubbish alongside tracks. Gate located at west end of P. F. E. lead with a red metal sign reading "MEN AT WORK", and is to be used by P. F. E. Co. employes while on duty instead of blue flags on each of their tracks. Trains must not enter these tracks until this gate has been opened by a P. F. E. Co. employe.

At Willcox, look out for bedding sand between tracks 2 and 3.

Between Naches and Peridot look out for rock and land slides.

Engines, except in work train service, must not make continued backward movement between any points when it can be avoided, and must be turned for next service before tying up.

Two GS type engines should not be doubleheaded together on a downhill movement where there are curves of 10 degrees or more involved.

25. Electric lanterns may be used for displaying white light only, except may be used by herders for displaying green lights.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M. P. H. and freight and mixed trains 35 M. P. H. except as otherwise provided for. Speed restrictions in miles per hour, will apply as follows; with engines—motors as designated.

Pages	TERRITORY	PASSENGER					FREIGHT	Engines Backing	Switch Engines S-SE	LIGHT ENGINES RUNNING FORWARD		
		Maximum	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	Sp. 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Freight Maximum			T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11 SP 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Mk 2, 4
	Through interlocking limits with caution.											
	Through crossovers, turnouts except where otherwise specified	15	15	15	15	15	15	15	....	15	15	15
2	Yuma Yard, west and east switches	15	15	15	15	15	15	15	15	15	15	15
2	Yuma, east switch - End of double track, East Yard	60	60	50	40	45	40	30	20	45	35	30
2	East Yard, end of double track - M.P. 745	65	65	50	40	45	40	30	....	45	35	30
2	M.P. 745 - 748.58	60	60	50	40	45	40	30	....	45	35	30
2	M.P. 748.58 - 755.12	30	30	30	30	30	30	30	....	30	30	30
2	M.P. 755.12 - 755.78	60	60	50	40	45	40	30	....	45	35	30
2	M.P. 755.78 - 762.88	50	50	50	40	45	35	30	....	45	35	30
2	M.P. 762.88 - Wellton, west interlocking limit	60	60	50	40	45	40	30	....	45	35	30
2	Wellton, west interlocking limit - M.P. 766 (Westward track)	50	50	50	40	45	35	30	....	45	35	30
2	Wellton, east crossovers	25	25	25	25	25	25	25	....	25	25	25
2	Wellton, east frogs	35	35	35	35	35	35	30	....	35	35	30
2	Wellton, east interlocking limit - M.P. 776.36	60	60	50	40	45	40	30	....	45	35	30
2	M.P. 776.36 - 777.78	50	50	50	40	45	35	30	....	45	35	30
2	M.P. 777.78 - 845.94	60	60	50	40	45	40	30	....	45	35	30
2	M.P. 845.94 - 847.28	50	50	50	40	45	35	30	....	45	35	30
2	M.P. 847.28 - 887.42	60	60	50	40	45	40	30	....	45	35	30
2	M.P. 887.42 - 887.61	50	50	50	40	45	35	30	....	45	35	30
2	M.P. 887.61 - 890.53	60	60	50	40	45	40	30	....	45	35	30
4	Litchfield Branch	20	20	20	20	20	20	15	....	20	20	20
2	M.P. 890.53 - 890.78	50	50	50	40	45	35	30	....	45	35	30
2	M.P. 890.78 - 893.54	60	60	50	40	45	40	30	....	45	35	30
2	M.P. 893.54 - 894.48	50	50	50	40	45	35	30	....	45	35	30
2	M.P. 894.48 - Phoenix, 19th Ave.	60	60	50	40	45	40	30	....	45	35	30
2, 3	Phoenix, 19th Ave. - 18th St.	15	15	15	15	15	15	15	15	15	15	15
3	Phoenix Yard Limit - Kendall (second main track)	25	25	25	25	25	25	25	....	25	25	25
3	Phoenix, 18th St. - M.P. 912.74	60	60	50	40	45	40	30	....	45	35	30
3	M.P. 912.74 - 913.12	40	40	40	40	40	30	30	....	40	35	30
3	M.P. 913.12 - Tempe, west City Limit	50	50	50	40	45	35	30	....	45	35	30
5	Creamery Branch	20	20	20	20	20	20	20	....	20	20	20
3	Tempe, east City Limit - M.P. 915.79	40	40	40	40	40	25	25	....	40	25	25
4	Tempe Branch	20	20	20	20	20	20	20	....	20	20	20
3	M.P. 915.79 - 920.86	60	60	50	40	45	40	30	....	45	35	30
3	M.P. 920.86 - Mesa, west switch	40	40	40	40	40	25	25	....	40	25	25
3	Mesa Yard, west switch - east City Limit (except curve M.P. 922)	20	20	20	20	20	20	20	....	20	20	20
3	Mesa Curve M.P. 922	10	10	10	10	10	10	10	....	10	10	10
3	Mesa, east City Limit - M.P. 924.12	60	60	50	40	45	40	30	....	45	35	30
3	M.P. 924.12 - 927.69	50	50	50	40	45	35	30	....	45	35	30
3	M.P. 927.69 - Chandler, west City Limit	60	60	50	40	45	40	30	....	45	35	30
3	Chandler, east City Limit - M.P. 945.49	60	60	50	40	45	40	30	....	45	35	30
3	M.P. 945.49 - 946.78	50	50	50	40	45	35	30	....	45	35	30
3	M.P. 946.78 - 958.03	60	60	50	40	45	40	30	....	45	35	30
5	Florence Branch	20	20	20	20	20	20	20	....	20	20	20
3	M.P. 958.03 - 959.02	50	50	50	40	45	35	30	....	45	35	30
3	M.P. 959.02 - Picacho, west wye switch	60	60	50	40	45	40	30	....	45	35	30
3	Picacho, west wye switch - Crossover	30	30	30	30	30	30	30	....	30	30	30
3	Picacho crossover	15	15	15	15	15	15	15	....	15	15	15
3	Picacho crossover - M.P. 938	60	60	50	40	45	40	30	....	45	35	30
3	M.P. 938 - 979.7	65	65	50	40	45	40	30	....	45	35	30
3	M.P. 979.7 - South Line Jct.	50	50	50	40	45	35	30	....	45	35	30
3, 7	Tucson Yard, South Line Jct. - Signal 9851	15	15	15	15	15	15	15	15	15	15	15

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS—(Continued)

Pages	TERRITORY	PASSENGER					FREIGHT			LT. ENGINES RUNNING F'WD.		
		Maximum	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11	Mk 2, 4	SP 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Freight and Mixed Maximum	Engines Backing	Switch Engines S-SE	T 37 Mt 1, 2, 3, 4, 5 P 1, 3, 5, 12	Mk 5, 6, 7 8, 9 M 4, 6, 9, 11 SP 1, 2, 3 F 1, 3, 4, 5 C 8, 9, 10	Mk 2, 4
4	Wellton, east crossovers	25	25	25	25	25	25	25	....	25	25	25
4	Wellton, east frogs	35	35	35	35	35	35	30	....	35	35	30
4	Wellton, east interlocking limit - M.P. 772.06	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 772.06 - 772.78	60	60	50	40	45	40	30	....	45	35	30
4	M.P. 772.78 - 787	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 787 - 790	65	65	50	40	45	40	30	....	45	35	30
4	M.P. 790 - 792.50	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 792.50 - 794.03	30	30	30	30	30	30	30	....	30	30	30
4	M.P. 794.03 - 797	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 797 - 800	65	65	50	40	45	40	30	....	45	35	30
4	M.P. 800 - 813	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 813 - 817	65	65	50	40	45	40	30	....	45	35	30
4	M.P. 817 - 823.61	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 823.61 - 825.18	30	30	30	30	30	30	30	....	30	30	30
4	M.P. 825.18 - 843	50	50	50	40	45	35	30	....	45	35	30
4	M.P. 843 - 852	65	65	50	40	45	40	30	....	45	35	30
4	M.P. 852 - Gila, west switch	50	50	50	40	45	35	30	....	45	35	30
4-5	Gila Yard, west and east switches	15	15	15	15	15	15	15	....	15	15	15
5	Gila, east switch - M.P. 862	60	60	50	40	45	40	30	....	45	35	30
5	M.P. 862 - 867.85	50	50	50	40	45	35	30	....	45	35	30
5	M.P. 867.85 - 870.12	30	30	30	30	30	30	30	....	30	30	30
5	M.P. 870.12 - 871.40	60	60	50	40	45	40	30	....	45	35	30
5	M.P. 871.40 - 882	50	50	50	40	45	35	30	....	45	35	30
5	M.P. 882 - 885	65	65	50	40	45	40	30	....	45	35	30
5	M.P. 885 - 886.5	50	50	50	40	45	35	30	....	45	35	30
5	M.P. 886.5 - 898	60	60	50	40	45	40	30	....	45	35	30
5	M.P. 898 - 902	65	65	50	40	45	40	30	....	45	35	30
5	M.P. 902 - Casa Grande, west City Limit	60	60	50	40	45	40	30	....	45	35	30
5	Casa Grande, east City Limit - Picacho	60	60	50	40	45	40	30	....	45	35	30
7	Tucson Yard, Track No. 1, signals 9883 - 9851						20	20	20	20	20	20
7	Tucson, Signal 9851 - M.P. 991	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 991 - 997	65	65	50	40	45	40	30	....	45	35	30
7	M.P. 997 - 1004.27	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1004.27 - 1010.36	30	30	30	30	30	25	25	....	25	25	25
7	M.P. 1010.36 - 1012.62	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1012.62 - 1014.00	30	30	30	30	30	25	25	....	25	25	25
7	M.P. 1014.00 - 1016.77	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1016.77 - 1018.08	30	30	30	30	30	25	25	....	25	25	25
7	M.P. 1018.08 - Mescal, west interlocking limit	40	40	40	40	40	30	30	....	40	30	30
7	Mescal interlocking plant, through crossovers to R.G.Div.	25	25	25	25	25	25	25	....	25	25	25
7	Mescal, east interlocking limit - M.P. 1026	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1026 - 1029	65	65	50	40	45	40	30	....	45	35	30
7	M.P. 1029 - 1030.86	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1030-86 - Benson, west switch	40	40	40	40	40	30	30	....	40	30	30
7	Benson Yard, west and east switches	30	30	30	30	30	30	30	....	30	30	30
7	Benson, east switch - M.P. 1036.96	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1036.96 - 1040.78 *(See foot note)	28	28	28	28	28	25	25	....	25	25	25
7	M.P. 1040.78 - 1041.98	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1041.98 - 1043.26	45	45	45	40	45	30	30	....	45	30	30
7	M.P. 1043.26 - 1044.50	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1044.50 - 1045.14 *(See foot note)	28	28	28	28	28	25	25	....	25	25	25
7	M.P. 1045.14 - 1047.50	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1047.50 - 1048.65	40	40	40	40	40	30	30	....	40	30	30
7	M.P. 1048.65 - 1050.65	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1050.65 - 1050.86	40	40	40	40	40	30	30	....	40	30	30
7	M.P. 1050.86 - 1058	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1058 - Willcox, west City Limit	65	65	50	40	45	40	30	....	45	35	30
7	Willcox, east City Limit - M.P. 1076	60	60	50	40	45	40	30	....	45	35	30
7	M.P. 1076 - 1080	65	65	50	40	45	40	30	....	45	35	30
7	M.P. 1080 - Bowie, west switch	60	60	50	40	45	40	30	....	45	35	30
7	Bowie Yard, west and east switches	15	15	15	15	15	15	15	....	15	15	15
7	Bowie, east switch - M.P. 1121	65	65	50	40	45	40	30	....	45	35	30
7	M.P. 1121 - 1122.51	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1122.51 - 1122.60	40	40	40	40	40	30	30	....	40	30	30
7	M.P. 1122.60 - 1124.44	50	50	50	40	45	35	30	....	45	35	30
7	M.P. 1124.44 - 1128.68	30	30	30	30	30	25	25	....	25	25	25
7	M.P. 1128.68 - Lordsburg	50	50	50	40	45	35	30	....	45	35	30

*Passenger trains handled by MT 1-2-3-4-5 class engines maximum speed 30 M.P.H.

Page	TERRITORY	PASSENGER		FREIGHT		LIGHT ENGINES RUNNING FORWARD	
		Maximum	Gas-Electric T-37 Mk 2, 4, 5, 6, 7, 8, 9 M 4, 6, 9, 11 C 8, 9, 10	Freight and Mixed Maximum	Engines Backing	T-37 Mk 5, 6, 7, 8, 9 M 4, 6, 9, 11 C 8, 9, 10	Mk 2, 4
5	Christmas Branch, except	40	....	30	....	....	....
5	M.P. 923.89 - 924.08	35	35	25	20	35	30
5	M.P. 924.08 - 955.93	40	40	30	20	35	30
5	M.P. 955.93 - 956.07	35	35	25	20	35	30
5	M.P. 956.07 - 964.28	40	40	30	20	35	30
5	M.P. 964.28 - 964.54	30	30	20	20	30	30
5	M.P. 964.54 - 968.79	40	40	30	20	35	30
5	M.P. 968.79 - 972.07	30	30	30	20	30	30
5	M.P. 972.07 - 972.15	15	15	15	15	15	15
5	M.P. 972.15 - 974.12	30	30	25	20	30	30
5	M.P. 974.12 - 974.20	15	15	15	15	15	15
5	M.P. 974.20 - 975.34	30	30	30	20	30	30
5	M.P. 975.34 - 975.48	15	15	15	15	15	15
5	M.P. 975.48 - 976.21	30	30	30	20	30	30
5	M.P. 976.21 - 976.36	20	20	20	20	20	20
5	M.P. 976.36 - 980.35	30	30	25	20	30	30
5	M.P. 980.35 - 980.41	15	15	15	15	15	15
5	M.P. 980.41 - 980.97	30	30	25	20	30	30
5	M.P. 980.97 - 981.03	25	25	25	20	25	25
5	M.P. 981.03 - 981.70	30	30	30	20	30	30
5	M.P. 981.70 - 981.78	25	25	25	20	25	25
5	M.P. 981.78 - 983.27	30	30	25	20	30	30
5	M.P. 983.27 - 987.43	25	25	25	20	25	25
5	Ray Jct. yard, M.P. 987.43 - 988.24	15	15	15	15	15	15
5	M.P. 988.24 - 999.53	30	30	25	20	30	30
5	Hayden Jct. yard, M.P. 999.53 - 1000.64	15	15	15	15	15	15
5	M.P. 1000.64 - Winkelman	30	30	25	20	30	30
5	Winkelman - Christmas	15	15	15	15	15	15
6	Nogales Branch, except	40	....	35	....	....	....
6	Tucson yd. M.P. 984-986.88	15	15	15	15	15	15
6	M.P. 986.88 - Nogales	40	40	35	20	40	35
6	Nogales yard limits	20	20	20	20	20	20
6	Globe Branch, except	40	....	30	....	....	....
6	Bowie yard limits	15	15	15	15	15	15
6	Bowie east yard limit - M.P. 1126.12	40	40	30	20	40	30
6	M.P. 1126.12 - 1126.43	30	30	30	20	30	25
6	M.P. 1126.43 - Safford west yard limit	40	40	30	20	40	30
6	Safford yard limits	15	15	15	15	15	15
6	Safford east yard limit - Pima west city limit	40	40	30	20	40	30
6	Pima east city limit - M.P. 1178.03	40	40	30	20	40	30
6	M.P. 1178.03 - 1178.17	30	30	25	20	30	25
6	M.P. 1178.17 - 1206.83	40	40	30	20	40	30
6	M.P. 1206.83 - 1207.01	30	30	25	20	30	25
6	M.P. 1207.01 - 1217.52	40	40	30	20	40	30
6	M.P. 1217.52 - 1218.78	30	30	25	20	30	25
6	M.P. 1218.78 - 1220.59	40	40	30	20	40	30
6	Globe yard limits, except	15	15	15	15	15	15
	Broad St. Crossing	6	6	6	6	6	6
6	M.P. 1223.09 - 1231.18	30	30	30	20	30	25
6	Miami yard limits	15	15	15	15	15	15
6	Miami - Live Oak	15	15	15	15	15	15

SPEED TABLE

SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08
8	7.30	26	2.18	40	1.30	54	1.06
10	6.00	27	2.13	41	1.27	55	1.05
12	5.00	28	2.08	42	1.25	56	1.04
15	4.00	29	2.04	43	1.23	57	1.03
16	3.45	30	2.00	44	1.21	58	1.02
17	3.31	31	1.56	45	1.20	59	1.01
18	3.20	32	1.52	46	1.18	60	1.00
19	3.09	33	1.49	47	1.16	61	.59
20	3.00	34	1.45	48	1.15	62	.58
21	2.51	35	1.42	49	1.13	63	.57
22	2.43	36	1.40	50	1.12	64	.56
23	2.36	37	1.37	51	1.10	65	.55
24	2.30	38	1.34	52	1.09		

SPECIAL INSTRUCTIONS

SPEED OF TRAINS REGULATED BY ORDINANCES THROUGH CITY LIMITS

PAGE	STATION	M. P. H.
2	Yuma street crossings	5
3	Tempe	20
3	Chandler	20
5	Casa Grande	25
6	Nogales	20
6	Safford	15
6	Pima	15
7	Willcox	30

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated.

Tenders having water capacity 7,000 gallons or less, except Classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Tenders having water capacity in excess of 7,000 gallons, and including Classes 70-R-1 and 70-SC-1, maximum speed of engines.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train and all rods are on	30 M.P.H.
SP1, 2 and 3 when inside main rod removed or inoperative	30 M.P.H.
S and SE engines, and all other classes of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair of drivers on an engine, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers on an engine, speed must not exceed 30 M.P.H.

Engines operated coupled tender to tender must not exceed speed permitted same engines running backwards.

Trains handling relief outfit must not exceed 25 M. P. H. on main line or 20 M.P.H. on branch lines.

Trains handling locomotive crane with boom in place, must not exceed 25 M.P.H. on straight track, and 15 M.P.H. around curves and on branch lines. Locomotive cranes must be handled in trains with heavy end forward.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden baggage, express and other head end cars, unless equipped with steel center sills must not be used in passenger trains.

Maximum speed provided for passenger trains, will apply to the "AON" (Arizona Overnight) when consists entirely of passenger equipment, or box cars with steel wheels, observing other restrictions applying to class of engine.

Kennecott Copper Corp'n R. R. between Hayden Jct. and Hayden Mills is operated by the Tucson Division.

Speed of trains must not exceed 15 M.P.H.

Grade Hayden Mills to Hayden Jct. 2.2%.

Impaired overhead and side clearance at Hayden Mills Smelter.

Yuma Valley R. R. between Yuma and Somerton is operated by Tucson Division.

Speed of trains must not exceed 15 M.P.H., except must not exceed 8 M.P.H. over trestle at Reclamation Headquarters.

Impaired side clearance at Spillway Spur.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

Employes are warned that it is dangerous to ride on top or sides of cars while passing these points and that they must protect themselves from injury.

Bulletins may be issued from time to time referring to impaired clearances not listed below.

MILE POST	DESCRIPTION	
733.0	Yuma, ice platform	Side
755.2	Granite Spur, chute on crusher track not clear car higher than ballast car.	
778.0	Gila River bridge	Side
891.0	Agua Fria River bridge	Side
907.0	Phoenix, ice platform	Side
913.4	Tempe, Water User's spur	Overhead and Side
914.0	Salt River bridge	Side
914.4	Tempe, Tempe Milling Co. spur	Side
921.8	Mesa, Texas Oil Co., Drew's spur and ice platform	Side
959.3	Gila River bridge	Side
972.4	Tunnel No. 1 (Christmas Branch)	Overhead and Side
972.5	Gila River bridge (Christmas Branch)	Side
975.4	Rock cut (Christmas Branch)	Side
985.3	Gila River bridge (Christmas Branch)	Side
987.8	Ray Junction, water tank spout	Overhead and Side
988.5	Tunnel No. 2 (Christmas Branch)	Overhead and Side
990.0	Tunnel No. 3 (Christmas Branch)	Overhead and Side
1003.5	Winkelman, ore bins	Side
1007.0	Finney, ore chute	Side
1009.2	Tunnel No. 4 (Christmas Branch)	Overhead and Side
984.2	Tucson, ice platform	Side
1029.6	Tubac, water tank spout	Overhead and Side
1049.8	Nogales, ice platform	Side
1008.1	Cienega Creek bridge	Side
1033.6	San Pedro River bridge	Side
1114.2	San Simon, water tank spout	Overhead and Side
1137.5	Safford, water tank and spout	Overhead and Side
1201.0	San Carlos, water tank and spout	Overhead and Side
1234.1	Inspiration spur, chute	Side

SURGEONS

LOCATION		NAME	TITLE
San Francisco	Cal.	Dr. O. A. Walker	Chief Surgeon and Manager
Yuma	Ariz.	Dr. J. W. Stacey	District Surgeon
Yuma	"	Dr. C. S. Powell	District Surgeon
Litchfield	"	Dr. R. L. Penn	District Surgeon
Buckeye	"	Dr. G. C. Rubel	District Surgeon
Buckeye	"	Dr. V. Jeffery	Asst. District Surgeon
Phoenix	"	Dr. H. D. Ketcherside	District Surgeon
Phoenix	"	Dr. J. E. Drane	Asst. District Surgeon
Phoenix	"	Dr. A. M. Tuthill	Asst. District Surgeon
Phoenix	"	Dr. N. A. Ross	Asst. District Surgeon
Phoenix	"	Dr. George M. Brockway	Consulting Surgeon
Phoenix	"	Dr. D. F. Harbridge	Oculist
Phoenix	"	Dr. W. A. Schwartz	Aurist
Phoenix	"	Dr. R. F. Palmer	Consulting Phys. and Surgeon
Tempe	"	Dr. R. J. Stroud	District Surgeon
Mesa	"	Dr. W. S. Sharp	District Surgeon
Chandler	"	Dr. J. M. Meason	District Surgeon
Chandler	"	Dr. C. L. Pohle	Associate District Surgeon
Coolidge	"	Dr. H. E. Pinkerton	Emergency Surgeon
Coolidge	"	Dr. G. S. Walker	Emergency Surgeon
Gilbert	"	Dr. L. M. Thompkins	Emergency Surgeon
Florence	"	Dr. G. E. Huffman	District Surgeon
Ray	"	Dr. O. E. Utzinger	District Surgeon
Hayden	"	Dr. C. B. Huestis	District Surgeon
Gila	"	Dr. G. C. Shirey	District Surgeon
Casa Grande	"	Dr. J. E. Redden	District Surgeon
Tucson	"	Dr. C. A. Thomas	Assistant to Chief Surgeon
Tucson	"	Dr. S. C. Davis	Division Surgeon
Tucson	"	Dr. V. G. Presson	Assistant Surgeon
Tucson	"	Dr. R. A. Wilson	Assistant Surgeon
Tucson	"	Dr. E. H. Brown	Aurist and Oculist
Tucson	"	Dr. T. H. Cates	Consulting Aurist and Oculist
Nogales	"	Dr. W. F. Chenoweth	District Surgeon
Benson	"	Dr. J. N. Morrison	District Surgeon
Benson	"	Dr. L. W. Moffitt	District Surgeon
Willcox	"	Dr. J. C. Wilson	District Surgeon
Willcox	"	Dr. B. E. Briscoe	District Surgeon
Bowie	"	Dr. F. W. Parrish	District Surgeon
Lordsburg	N. M.	Dr. C. B. Austin	District Surgeon
Lordsburg	"	Dr. J. F. Stultz	Asst. Dist. Phys. and Surgeon
Safford	Ariz.	Dr. J. N. Stratton	District Surgeon
San Carlos	"	Dr. D. C. Lynwalter	District Surgeon
Globe	"	Dr. C. Gunter	District Surgeon
Globe	"	Dr. R. D. Kennedy	District Surgeon
Globe	"	Dr. W. A. Holt	Consulting Surgeon
Miami	"	Dr. C. M. Cron	District Surgeon
Miami	"	Dr. J. E. Bacon	District Surgeon

HOSPITALS

General Hospital	**San Francisco, Calif.**
St. Joseph's Hospital	**Phoenix, Ariz.**
St. Mary's Hospital	**Tucson, Ariz.**

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070			
" —66 ft.	127,610			
" —70 ft.	122,620			
" —70 ft. (With Auto. End Door)	125,800			
" —(Dynamo)	98,730			
"		87,120		
Baggage & Mail—60 ft.	103,620			
" " " —69 ft.	124,760			
" " " —70 ft.	129,140			
" " "		103,590		
" " Passenger	108,675	112,640		
Express Refr.—N P. Ry.		74,000		
" " —A. R. E. No. 40- 154		78,000		
" " — " " 155- 224		89,000		
" " — " " 500- 506		110,000		
" " — " " 1101-1175		85,000		
" " —P. F. E. " 500- 799		83,000		
Express, Horse	133,050			
Postal	112,120			
Postal Storage—40 ft.	74,530			
" " —60 ft.	105,120			
Assembly (ACW)			168,950	168,950
Club (ACI)	146,210	122,300	172,200	164,700
Official (NAC)	170.700	155,370		
" (ACW) Cars 107-128			182,800	182,800
" (ACW) " 140-141			195,040	195,040
Chair—60 ft. (ACI)	100,620		138,000	132,000
" —72 ft. (ACI)			165,000	157,800
" —72 ft. (ACW)			158,700	158,700
" —Streamline—Single (ACS)			120,900	104,500
" — " —Art. (ACS)			205,400	172,600
" —74 ft. (ACI)			180,915	173,125
" —74 ft. (ACS)			197,944	181,600
Coaches—60 ft. (ACI)	98,130		136,100	130,100
" —70 ft. (ACI)	137,640		157,800	151,000
" —70 ft. (ACW)	137,640		151,000	151,000
" —72 ft. (ACI)			164,500	157,400
" —72 ft. (ACW)			153,500	153,500
" —73 ft. 6 in. (ACW)			163,000	163,000
" —73 ft. 6 in. (ACI)			168,500	161,200
" —72 ft. (Interurban)	120,000			
All-Day Lunch—Chair	105,970			
" " —Coach	103,875			
Cafe-Coach (ACI)		138,600	155,700	149,000#
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)			156,000	156,000
Diner—70 ft.		135,930		
" —72 ft.	155,330	146,930		
" —77 ft. (Arch Roof) (ACI)	156,000		170,100	162,700
" —77 ft. (" ") (ACW)			162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)		165,530	169,450	169,450
" —77 ft. (" " ") (ACM)			189,581	173,836
" —79 ft. (NAC)	169,100			
" —80 ft. (Clere Story Roof) (ACM)			201,323	184,700
Lounge (" " ") (ACI)			189,800	181,630
" (Arch Roof) (ACI)			167,500	160,300
" (" ") (ACW)			164,980	157,780
Observation—75 ft. (ACI)	154,400		169,185	161,900
" —77 ft. (ACI)			194,543	186,166
"		141,870		
Pullman-Observation (ACI)	160,800	153,000	177,314	169,200
" " (ACM)	160,800	153,000	192,300	176,300
" " Lounge (ACM)	171,200		194,900	178,900
" " " (ACI)	171,200		187,682	179,600
" —Bedroom (ACI)	167,600		183,920	176,000
" — " (ACM)	167,600		195,800	179,800
" —Sleeper (ACM)	163,100		191,100	175,100
" — " (ACI)	163,100		180,075	171,500
" —Tourist (ACM)	153,000		185,200	169,200
" — " (ACI)	153,000		168,663	161,400
Rail, Gas-Electric—400 H.P.	158,400			
" " " —600 H.P.	167,200			

#Steel underframe.

CODE:

NAC—Non-Air Conditioned.
ACI —Air-Conditioned—Ice.
ACM—Air-Conditioned—Mechanical.
ACW—Air-Conditioned—Waukesha.
ACS —Air-Conditioned—Steam Ejector.

RATING OF LOCOMOTIVES—TUCSON DIVISION

IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Yuma to Tucson Via Gila	Tucson to Yuma Via Gila	Yuma to Tucson Via Phoenix	Tucson to Yuma Via Phoenix	Tucson to Nogales	Nogales to Tucson	McQueen to Christmas	Christmas to McQueen
				*Helper	Single	Single	Single	Single	Single	Single	Single
M- 4	M-63 20/28 126	1617 to 1713	190	3050	2900	3050	2900			3150	3750
M- 4	M-63 20/28 128-S										
M- 4	M-63 20/28 135-S										
M- 6	M-63 21/28 159-SF	1725 to 1769 1780 to 1803 1823 to 1825	200	3750	3600	3750	3600				
M- 6	M-63 21/28 150-S										
M- 9	M-63 21/28 150-S	1806 to 1822 1828 to 1830	210	3950	3800	3950	3800			4100	4900
M-11	M-63 22/28 153-S	1832 to 1835	200	4150	3950	4150	3950			4250	5100
M-11	M-63 22/28 162-SF										
T-37	T-70 24/28 146-S	2105, 2106	175	3800	3700	3800	3700				
P-1, 3, 5	P-77 22/28 141-S	2400 to 2452, 2459, 2460	210	3400	3300	3400	3300				
C- 8	C-57 22/30 192-S	2513 to 2599, 2698 to 2860	210	4800	4600	4800	4600	3000	4100	4700	5600
C-9, 10	C-57 22/30 200-SF										
C-9, 10	C-57 22/30 194-S										
TW- 3	TW-50 20/26 120	2932 to 2945	170	3050	2900	3050	2900	2050	2600		
P-12	P-73 26/28 189-S-F	3120 to 3129	205	5000	4750	5000	4750				
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	5600	5400	5600	5400			5650	6750
Mk-2, 4	Mk-57 23½/30 230-SF										
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	6000	5750	6000	5750			6100	7300
Mk-5, 6	Mk-63 26/28 231-SF										
Mk-7, 8, 9	Mk-63 29/30 247-S	3300 to 3324	176	5700	6350	5700	6350				
Mk-7, 8, 9	Mk-63 29/30 257-SF										
F- 1	F-63 27½/32 273-S	3600 to 3652	200	5900	6700	5900	6700				
F- 3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	6300	7100	6300	7100				
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763, 3769	200	6600	8000	6600	8000				
F- 5	F-63 29½/32 306/B-62-SF	3764 to 3768									
Mt-1,3,4,5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	5700	6400	5700	6400				
Mt-2	Mt-73 29/30-262-SF	4385 to 4390	210	5850	6600	5850	6600				
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	8000	8000	8000	8000				
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF										
Allowance for empty and underloaded cars		Less than 40 Ms. 40 Ms. to 50 Ms. More than 50 Ms.		6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0	6 3 0
					Double Kim to Mohawk	Double Saddle to Harqua					

*Helper 0.5 Yuma to East Yard; Helper 1.0 Except Helper C-8, 9, 10 with Classes Mk-7, 8, 9; F-1, 3, 4, 5; Mt-1, 2, 3, 4, 5; SP-1, 2, 3 Pembroke to Mokawk, Lava to Sentinel, Gila to Estrella.

DIVISION MILEAGE

Main Lines

Yuma to Lordsburg	S. P. R. R.		412.60	
Tucson to South Yard Junction	E. P. & S. W. R. R.		7.69	
Wellton to Picacho via Phoenix	A. E. R. R.	195.91		
	P. & E. R. R.	13.10	209.01	
Total Main Lines				629.30

Branches

Benson-Fairbank	S. P. R. R.	Benson Jct., Benson-Fairbank Branch to Benson, Initial Point E. P. & S. W. R. R.		.64	
Christmas	P. & E. R. R.	McQueen to Christmas	74 41		
	A. E. R. R.	McQueen to Christmas	12.26		
	R. & G. V. R. R.	Hayden Jct. to Hayden	.32	86.99	
Florence	A. E. R. R.	Florence Jct. to Poston		6.04	
Globe	A. E. R. R.	Bowie to Inspiration Jct.		136.14	
Litchfield	A. E. R. R.	Litchfield to Litchfield Park		4.92	
Tempe	A. E. R. R.	West Chandler to Tempe Jct.		8.73	
Creamery	A. E. R. R.	At Tempe	.47		
	P. & E. R. R.	Tempe to Normal Jct.	1.74	2.21	
Mesa	P. & E. R. R.	At Mesa	.25		
	A. E. R. R.	Mesa to North Mesa	1.65	1.90	
Nogales	S. P. R. R.	At Tucson	.63		
	T. & N. R. R.	T. & N. R. R. Jct. to Calabasas	55.38		
	N. M. & A. R. R.	Calabasas to Nogales	9.78	65.79	
Total Branches					313.36
Total					942.66

RATING OF LOCOMOTIVES—TUCSON DIVISION—Continued

IN Ms OF 1,000 LBS. BACK OF TENDER

Nominal Class	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	EASTWARD				WESTWARD					EASTWARD					WESTWARD				
				Tucson-Mescal	Benson-Dragoon San Simon Steins	Mescal-Benson Dragoon-Willcox Raso-San Simon Steins-Conrad Pyra-Lordsburg	Willcox-Raso Conrad-Pyra	Lordsburg-Pyra	Pyra-Mondel Steins-San Simon Raso-2 M. E. Cochise Dragoon-Benson Mescal-Tucson	San Simon Bowie	Bowie-Raso 2 M. E. Cochise-Dragoon	Mondel-Steins Benson-Mescal	Bowie-San Carlos	San Carlos Cutter	Cutter-Pinal	Pinal-Globe	Globe-Miami	Miami-Globe	Globe-Pinal	Pinal-San Carlos	San Carlos Tanque	Tanque-Bowie
				Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single	Single
M-6	M-63 21/28 150-S	1725 to 1769 1780 to 1803 1823 to 1825	200	1950	1500	6000	2900	3250	6000	3650	2250	1500										
M-6	M-63 21/28 159-SF																					
T-37	T-70 24/28 146-S	2105, 2106	175	2000	1550	6000	3000	3350	6000	3750	2300	1550	3700	2250	950	6000	1500	1050	950	6000	3150	2400
C-8	C-57 22/30 192-S	2513 to 2599 2698 to 2860	210	2500	1950	8000	3750	4150	8000	4650	2900	1950	4900	3000	1310	8000	2000	1400	1310	8000	4170	3220
C-9, 10	C-57 22/30 200-SF																					
C-9, 10	C-57 22/30 194-S																					
TW- 3	TW-50 20/26 120	2932 to 2945	170	1600	1250	6000	2400	2650	6000	2950	1850	1250	3200	1950	850	7000	1300	900	850	7000	2700	2100
P-12	P-73 26/28 189-SF	3120 to 3129	205	2600	2000	8000	3900	4350	8000	4900	3000	2000	4850	2980	1300	8000	1980	1390	1300	8000	4100	3200
Mk-2, 4	Mk-57 23½/30 206-S	3200 to 3240	210	2800	2200	8000	4250	4750	8000	5300	3250	2200										
Mk-2, 4	Mk-57 23½/30 230-SF																					
Mk-5, 6	Mk-63 26/28 210-S	3241 to 3277	210	3150	2450	8000	4700	5250	8000	5850	3650	2450										
Mk-5, 6	Mk-63 26/28 231-SF																					
Mk-7, 8, 9	Mk-63 29/30 247-S	3300 to 3324	176	3500	2750	8000	5200	5800	8000	6500	4000	2750										
Mk-7, 8, 9	Mk-63 29/30 257-SF																					
F-1	F-63 27½/32 273-S	3600 to 3652	200	3700	2900	10000	5500	6100	10000	6850	4250	2900										
F-3	F-63 29½/32 297-S, 300-SF	3653 to 3667	200	4200	3300	10000	6300	7000	10000	7800	4850	3300										
F-4, 5	F-63 29½/32 306/B-61SF	3668 to 3763, 3769 3764 to 3768	200	4750	3750	10000	7100	7850	10000	8800	5450	3750										
F-5	F-63 29½/32 306/B-62-SF																					
Mt-1, 3, 4, 5	Mt-73 28/30 246/B-60-SF	4300 to 4376	210	3800	2950	10000	5650	6300	10000	7050	4350	2950										
Mt-2	Mt-73 29/30 262-SF	4385 to 4390	210	3550	2800	10000	5350	5950	10000	6700	4100	2800										
SP-1	SP-63 $\frac{25}{28-32}$ 316/B-60-SF	5000 to 5048	225	5350	4350	10000	8000	8850	10000	10000	6150	4350										
SP-2, 3	SP-63 $\frac{25}{28-32}$ 317/B-61-SF																					
	Allowance for empty and underloaded cars	Less than 40 M's		6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
		40 M's to 50 M's		3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
		More than 50 M's		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

These ratings include the total weight of train, exclusive of engine and tender, which the different class of locomotives will haul in each direction between the stations shown.

ASSISTANT SUPERINTENDENT

G. A. BAYS

TRAINMASTERS
W. C. PRYOR .... Yuma
F. W. CANTRELL .... Phoenix
J. J. COWIN .... Tucson

CHIEF TRAIN DISPATCHER

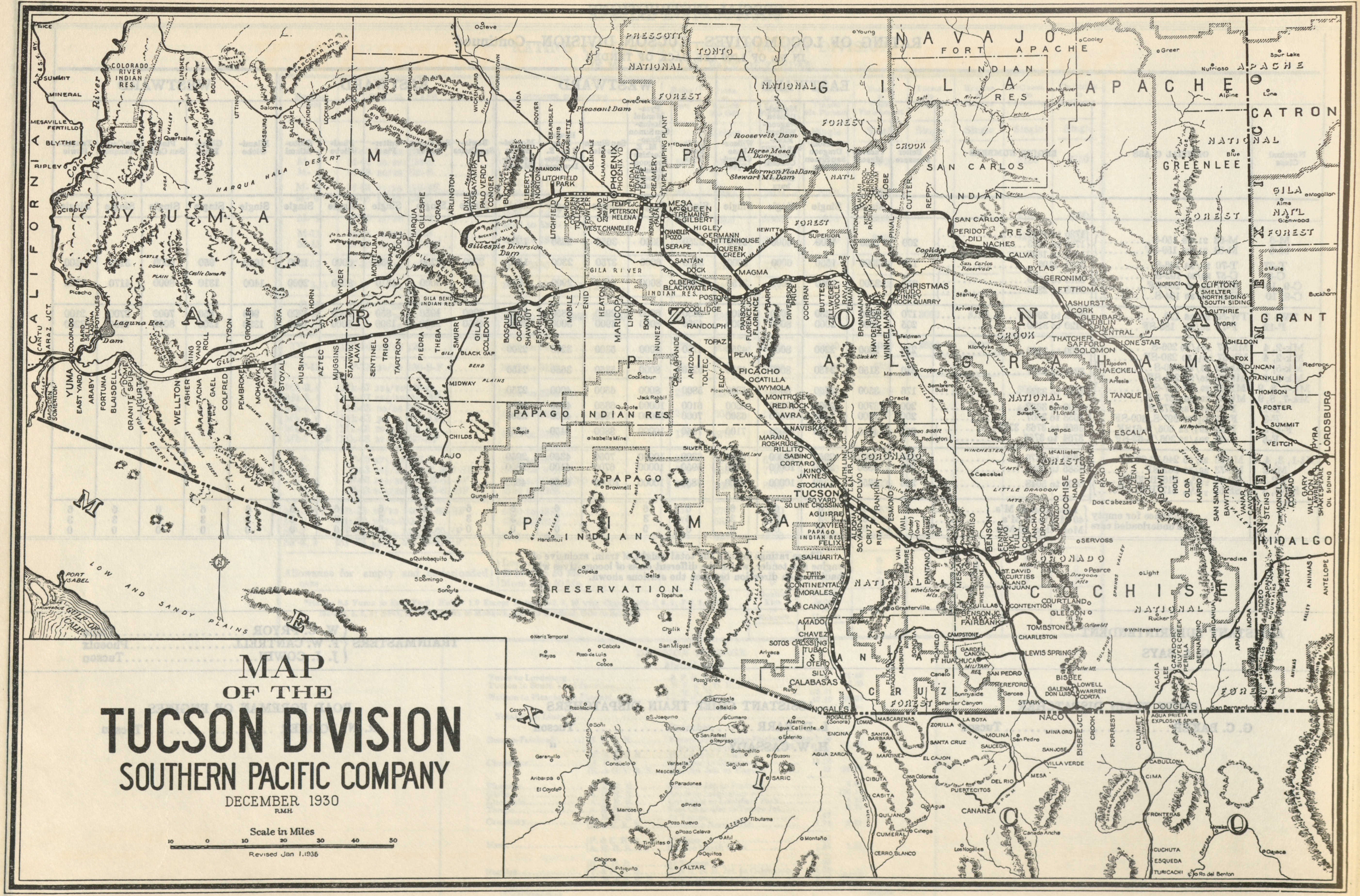
G. C. BAKER .... Tucson

ASSISTANT CHIEF TRAIN DISPATCHERS

L. D. BARR .... Tucson
H. W. CASSADY .... "

ROAD FOREMAN OF ENGINES

R. N. BOOKER .... Tucson



MAP OF THE TUCSON DIVISION

SOUTHERN PACIFIC COMPANY

DECEMBER 1930

R.M.H.

Revised Jan 1, 1936

Scale in Miles
10
0
10
20
30
40
50
CALIFORNIA
ARIZONA
NEW MEXICO
MEXICO
SONORA
YUMA
MARICOPA
PIMA
PINAL
GILA
GRAHAM
GREENLEE
COCHISE
SANTA CRUZ
APACHE
CATRON
GRANT
HIDALGO
NAVAJO
YUMA
WELLTON
GILA BEND
PHOENIX
TEMPE
MESA
CHANDLER
FLORENCE
PICACHO
RED ROCK
TUCSON
BENSON
FAIRBANK
TOMBSTONE
BISBEE
DOUGLAS
NACO
NOGALES
TUBAC
CALABASAS
GLOBE
WINKELMAN
SAN CARLOS
GERONIMO
SAFFORD
BOWIE
CLIFTON
DUNCAN
LORDSBURG
COCHISE
WILLCOX
RAY
HAYDEN
CASA GRANDE
MARICOPA
COOLIDGE
BUCKEYE
AJO
CANANEA
AGUA PRIETA
PAPAGO INDIAN RES.
COLORADO RIVER INDIAN RES.
GILA RIVER INDIAN RES.
SAN CARLOS INDIAN RES.
FORT APACHE INDIAN RES.
PRESCOTT NATIONAL FOREST
TONTO NATIONAL FOREST
CROOK NATIONAL FOREST
CORONADO NATIONAL FOREST
APACHE NATIONAL FOREST
GILA NAT'L FOREST
Roosevelt Dam
Coolidge Dam
San Carlos Reservoir
Pleasant Dam
Horse Mesa Dam
Mormon Flat Dam
Stewart Mt. Dam
Gillespie Diversion Dam
Laguna Res.
Colorado River
Gila River
Santa Cruz River
San Pedro River
Salt River
GULF OF CALIF.
PORT ISABEL
LOW AND SANDY PLAINS
HARQUA HALA DESERT